



## 2019 Big Spring Nationals

Saturday, August 10<sup>th</sup> through Saturday, August 17<sup>th</sup>, 2019

Big Spring McMahon-Wrinkle Airport, 3200 Rickabaugh Drive, W. Big Spring, Texas 79720. The Coordinates for the airport are 32° 12.883'N, 101° 31.614'W.

Not yet approved by CIVL (but as these rules are for the test competition they do not need to be approved by CIVL)

Organized by Belinda Boulter and Davis Straub on behalf of the United States Hang Gliding and Paragliding Association

These local regulations are to be used in conjunction with the most recent versions of:

- General Section of the FAI Sporting FAI Sporting Code.  
[https://www.fai.org/sites/default/files/documents/fai\\_sporting\\_code\\_gs\\_2018\\_final.pdf](https://www.fai.org/sites/default/files/documents/fai_sporting_code_gs_2018_final.pdf)
- Common Section 7 of the FAI Sporting FAI Sporting Code.  
[https://www.fai.org/sites/default/files/civil/documents/sporting\\_code\\_s7-common\\_2018.pdf](https://www.fai.org/sites/default/files/civil/documents/sporting_code_s7-common_2018.pdf)
- Section 7A of the FAI Sporting FAI Sporting Code.  
[https://www.fai.org/sites/default/files/civil/documents/sporting\\_code\\_s7a-cross\\_country\\_2018\\_v2.pdf](https://www.fai.org/sites/default/files/civil/documents/sporting_code_s7a-cross_country_2018_v2.pdf)
- CIVL GAP [https://www.fai.org/sites/default/files/civil/documents/sporting\\_code\\_s7a-xc-civil\\_gap\\_2018.pdf](https://www.fai.org/sites/default/files/civil/documents/sporting_code_s7a-xc-civil_gap_2018.pdf)

All these documents can be downloaded from the competition web site:  
[https://airtribune.com/2020-pan-american-championships/info/details\\_info](https://airtribune.com/2020-pan-american-championships/info/details_info)

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## 1 - Contacts

Organizing NAC: United States Hang Gliding and Paragliding Association  
<http://ushpa.org>, Beth Van Eaton, [beth.vaneaton@ushpa.aero](mailto:beth.vaneaton@ushpa.aero)

Competition organizer: Belinda Boulter and Davis Straub, [belinda@davisstraub.com](mailto:belinda@davisstraub.com), +1  
863 206 7707

Official website: [https://airtribune.com/2019-big-spring-nationals/info/details\\_info](https://airtribune.com/2019-big-spring-nationals/info/details_info)

## 2 - Officials

Event organizer: Belinda Boulter and Davis Straub

Meet director: Belinda Boulter

Safety director: Jim Prahll and Mick Howard

Rescue coordinator: Belinda Boulter

Livetracking coordinator: Kate Griffin

Weather forecast: Davis Straub

Transport and Retrieval: None

Scorer: Kate Griffin

Doctor: EMS on-site

Headquarters Coordinator: Belinda Boulter

Host/Hostess: Belinda Boulter

Take-Off Marshal: Thor Froh

Goal Marshal: None

Air Marshals: None

Public and Press Relations: Belinda Boulter

Photographs, videos: None

Social events: City of Big Spring

FAI Steward: Mitch Shipley

FAI Jury President: None for test competition

FAI Jury Members: None for test competition

## 3 - Program

Official Registration (check in): Saturday, August 10<sup>th</sup>, 10 AM – noon, 1 PM – 4 PM at

the airport terminal

Welcome Dinner: Saturday, Saturday, August 10<sup>th</sup>, 7:30 PM, location TBD

Mandatory Safety Briefing: Sunday, August 11<sup>th</sup>, 10:00 AM at the terminal

Official training day: Saturday, August 10<sup>th</sup>

Contest flying days: Sunday, August 11<sup>th</sup> through Saturday, August 17<sup>th</sup>

Prize-giving & Closing Ceremony: Sunday, August 18<sup>th</sup>, 10 AM at designated hotel

The hours are subject to change. Any changes before the start of the competition will be posted on the website. After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing and posted on the official board at headquarters.

### Daily Schedule

On training and competition days:

9 AM: Headquarters open

10 AM: Task and Safety Committee meetings

11 AM: Pilot briefing /Task briefing

12:30 PM: Take-off window opens:

7 PM: Scoring office opens

10 PM: Provisional results

The daily schedule is subject to change. Any changes to the schedule before the start of the competition will be posted on the website. After the start of the competition, changes will be announced by the Meet Director at the Team Leaders briefing.

### **4 - Entry**

The maximum number of pilots in the championship is 125.

### **5 - Eligibility to compete**

Pilot qualification: Pilots must meet the requirements of minimum hang 3 rating; as well as aerotow (AT), turbulence (TURB) and cross country (XC) sign offs. Aerotow rating or evidence of extensive aerotowing experience. USHPA membership will be required (temporary 30-day memberships will be available at minimal cost on site).

Pilots must not have been listed in the top twenty US pilots since January 2008 for entry into sport class. Pilots must not have finished in the top 2/3rd's of a non-Sport Class Category 1 competition held since January 2014, for entry into sport class.

### **6 - Application to compete**

Applications must be made through [https://airtribune.com/2019-big-spring-nationals/info/details\\_info](https://airtribune.com/2019-big-spring-nationals/info/details_info) starting from November 2<sup>nd</sup>, 2018 and finishing on August 10<sup>th</sup>, 2019.

## **7 - Allocation and payments**

Pay Entry Fee: \$250 Here: <http://ozreport.com/2019BigSpringpay.php>

Fill out Waivers: <http://ozreport.com/online waivers.php> or <http://ozreport.com/waivers.php>

Aerotowing fee - \$600 paid upon check-in

After pilot registration, when entry fee is paid and waivers are correctly filled out and checked by the organizers pilots are confirmed. Places are allocated by date of pilot confirmation.

## **8 - Entry Fee**

The Entry fee will be: - \$250

Entry fee includes:

- Daily Prizes
- Event Tee-shirt
- Medical Emergency Service
- Food and drink for Competition Opening/Ceremony
- Brunch During Prize-giving Ceremony
- Separate mobile sized web page with organizer contact information
- Wealinks
- Flymaster Tracker
- Live Tracking
- On-line Turnpoint Coordinates
- On-line airspace file
- On-line task maps
- Free Wi-Fi
- Weather Briefing on Pilots' Phones
- Task Sent to Pilots' Phones
- Access to Professional Retrieval Coordinators (Retrieval Goddess's Retrieval Service)
- Hangar space for setup
- Free ice cream
- Free bottled water
- Use of an air-conditioned terminal/headquarters

- Port-a-potties
- Golf cart retrieval for landing near launch
- Lunch concession
- Pilot goody bags
- Help with finding accommodations

## **9 – Registration (Check in)**

Registration is on-line at the competition web site listed above.

At Check-in foreign pilots may purchase 30-day membership in the USHPA , assumed to be about \$8 and pay for aerotowing.

## **10 - Insurance**

USHPA temporary membership which provides 3<sup>rd</sup> party liability insurance for non-US pilots will be available and required at Check-in. The cost is \$8/pilot.

## **11 - Equipment**

Radios are not required. There will be a 2-meter safety frequency. You are required to fly with a Live Tracker provided by the competition organizers. Pilot frequencies and driver phone numbers must be provided at check-in.

Phone:

Pilots are encouraged to carry a GSM telephone (we suggest for pilots to use unlocked quad band GSM cell phones and purchase local prepaid SIM card). Communication will most often take place via a WhatsApp list or voice between organization and pilots

Helmet and parachutes are mandatory.

Competitors must use appropriate aerotow bridles as determined by the Meet Director and Safety Director and their designated officials. Bridles must include secondary releases (as determined by the Safety Director). Bridles must be able to be connected to the tow line within two seconds. The only appropriate bridles can be found here: <http://OzReport.com/9.039#0> and <http://ozreport.com/9.041#2>. Pilots with inappropriate bridles may purchase appropriate bridles from the meet organizer or Quest Air.

## **12 - Committees**

### **Task Advisory Committee**

It will include the steward and 2 pilots from class 1 (see Common Section 7-4), 1 pilot

from Sport Class, 1 from Class 2, and 1 from Class 5

### **Safety Committee**

It will include 3 pilots (see Common Section 7-4)

13 - Take-off sites:

Launches at Big Spring:

Coordinates: 32° 13.056'N, 101° 31.494'W





Headquarters at the terminal building. Goal is 400-meter cylinder around this waypoint.  
Land east of the taxi way across from the north hangar. Do not cross low over the  
prison, northwest of the waypoint.

Launch coordinates: 32° 12.592'N, 101° 31.579'W

Landing coordinates: 32° 12.635'N, 101° 31.678'W

Landing coordinates: 32° 12.638'N, 101° 31.479'W



These landing areas are for pilots during the launch. Land to the west of the car parking and east of the airport fence. Or land east of the taxiway but south of the launch box to stay away from the tugs landing north of the launch box.

Caution: Prairie dog holes in landing areas east of the taxi way.

East facing launch:

Coordinates: 32° 12.413'N, 101° 31.623'W



Land on the north side of the east/west runway east of the west taxiway so stay away from approaching tugs.



West-facing launch:

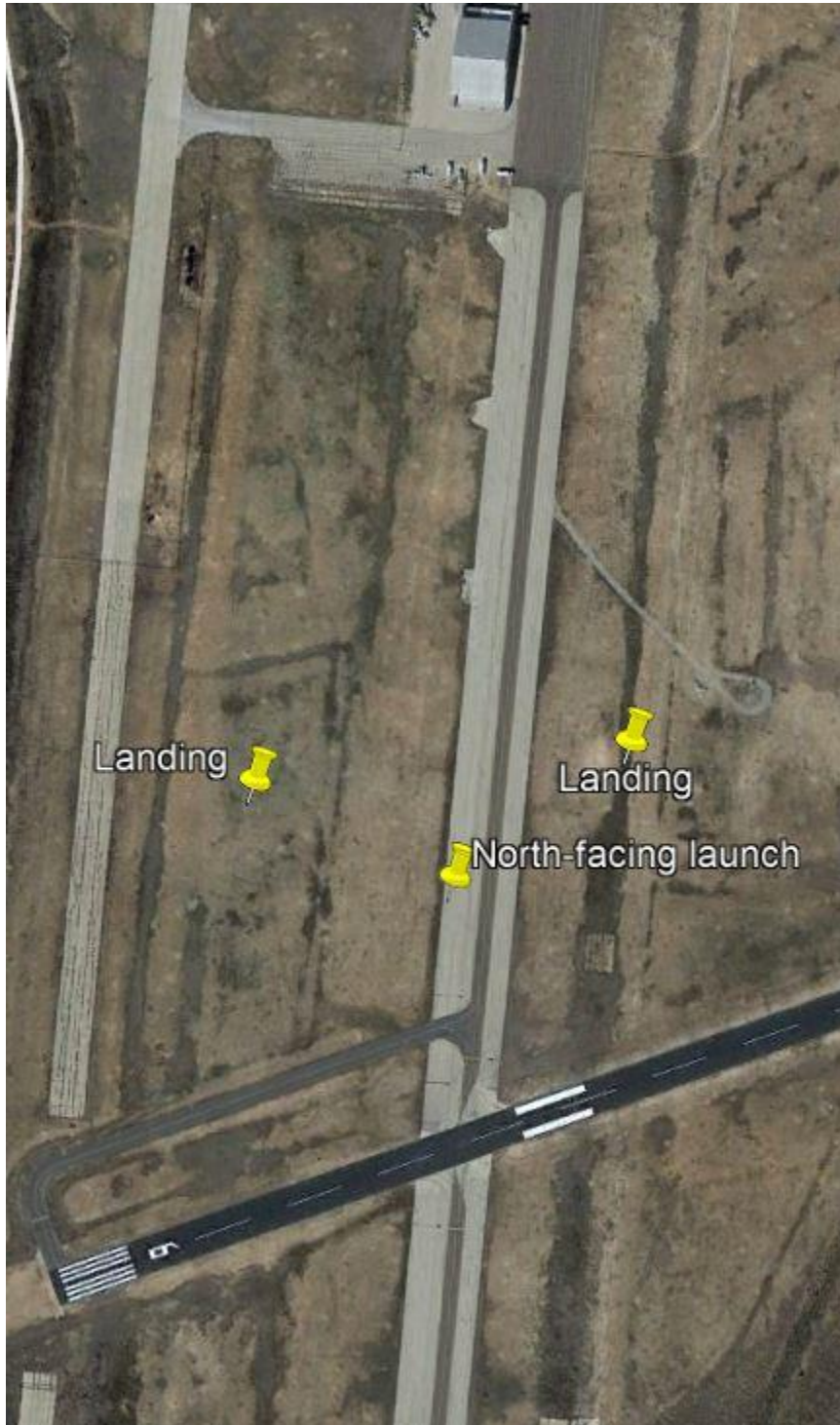
Coordinates: 32° 12.503'N, 101° 31.385'W



Launch from west of the main runway. Land on the north side of the minor east/west runway. Do not cross the main runway

North-facing launch

Coordinates: 32° 12.505'N, 101° 31.599'W



Proceed to the south of the main south-facing launch area to the north-facing launch

area. Land to the west of the cars parked next to the setup area or east of the taxiway north of the launch box.

#### **14 - Flying days**

A flying day is defined as a day when the launch window has been opened.

#### **15 - Launch**

Spectra tow ropes of approximately 150'

Approximately one tug for each pilot in a class.

Both the Meet Director and the Towing Director have the power to ban flying from the site if a task or day is cancelled due to dangerous conditions.

Flags and/or streamers will be set out on the launch area, with larger wind indicators mid-field

An ordered launch will be used with numbered lines identifying the pilot staging order. There is an implied push using this method in that once the window is open, pilots start launching in numerical order. Should any pilot choose not to launch then they must go to the back of the staging line.

First day ordered using WPRS and NTSS ranking, afterwards ordered by cumulative score. First 15 (approximately, exact number to be determined based on total number of pilots in each class) pilots launch in reverse order. Ordered launch for both open and sport classes.

Class 2 and Class 5 pilots launch first, followed by any "Early Bird" pilots then open class, then sport class.

An "early bird" launch may be offered for up to 10 open class at the start of the open class launch window and 5 Sport class pilots at the start of the Sport class launch window.

Early bird pilots and launch order will be selected by a lottery at the pilot briefing.

Early bird pilots will stage in front of the staging lines and launch based on their number chosen in the lottery.

The launch director shall announce when window opens or if there has been a change in task so that all pilots are aware. A whiteboard near the front of the staging line will

indicate changes in times or task so that all pilots are aware. It is each pilot's responsibility to be alert for any changes.

Tug pilots not to take pilots over 2500' AGL unless authorized for Sport Class. Sport Class pilot may be towed to 4,000' without relights. This will be determined at first pilot meeting.

Wind direction and velocity determine the launch area and launch direction. South wind speeds up to 25 mph can be accommodated. Westerly winds up to 15 mph can be accommodated from the southeast launch. East winds up to 15 mph can be accommodated out of the west launch. Northerly winds 15 mph can be accommodated out of the south launch.

Variations in wind direction and gust factors below 5 mph will be evaluated to determine launch safety. For winds over 10 mph gusting above 5 mph will keep the launch suspended or closed

Weaklinks of 140 and 200 pounds will be available and provided by the organizers. Weaklinks provided by the organizers must be used by the competitors.

A competitor will be allowed unlimited Take-off(s) to attempt the task within the stated take-off period. Relaunches may only occur if you land on the "airport property."

There will be an up to fifteen-minute period after the last Open Class pilot in ordered launch for Open Class relaunches. Sport Class can launch immediately after Open Class if there are no Open Class relaunches or immediately after the last of relaunches or if the relaunches are not complete after fifteen minutes the Open Class relaunchers must defer to the Sport Class pilots.

Pilots who have a premature release below 1000' will be slotted back into the launch cue as soon as possible.

There will be staging lines and pilots need to place their gliders on their launch order number.

All other pilots that have landed will be directed to the back of the ordered launch line for their class.

Times of window open for take-off and time for the closing of the window, turn points and last landing will be displayed in writing. Any window extension policy will also be displayed in writing. The minimum period that the launch window will remain open for the launch to be considered valid is 60 seconds of launchable air per pilot or if 90% of the pilots registered and present in the staging line have launched at least once.

Launch lines will be directed away from tug traffic. There will be a designated landing area and approach for tugs. There will be a designated landing area for hang gliders away from tug landing area and out of the tug approach area.

Launch crew will assist pilots in moving from the staging line to the launch line, with cart height adjustments, and with any last-minute equipment issues.

The Launch Director will provide a final hang check for every pilot. He will wave off the tug only when he deems that conditions are safe and clear of any air traffic.

## **16 - Airspace and other restrictions**

Airspace and Air Traffic - at the Big Spring airfield and on approach to Midland/Odessa airfield.

Helicopter air lift at the Big Spring airfield

Goals near air space, especially Town airfield.

Tasks will be selected with consideration for controlled airspace such that the pilots will have ample margin to avoid or maneuver around those airports that have Class B, C or D zones.

A Notice to Airmen (NOTAM) will be issued each day to alert other pilots of increased hang glider traffic in the task area.

Pilots should have airspace loaded into their instruments/GPS to provide sufficient warning to impending airspace entry.

All competitors are always required to comply with FAR 103 (U.S. Airspace Law/ Federal Aviation Administration Air Traffic Rule violations) . A copy of FAR 103 is on-line at the competition's Airtribune web site. Any verified infraction will result in a penalty (see below) for the associated day or possible ejection from the contest. Pilots are expected to familiarize themselves with all controlled airspaces in the vicinity of course lines (maps will be provided).

Vertical Airspace Infringement Penalties: Between 100 meters and zero meters outside the prohibited airspace: linear penalty from zero to zero percent of pilots' points.  
Between zero to 30 meters inside the prohibited airspace: linear penalty from 0 to 100 percent of pilots' points.

## **17 – Goal, Start and Turnpoints**



There will be a task briefing each morning at the pilot briefing. The task briefing will include a description of the goal and any obstacles or hazards that may be found there including obstacles on the course line coming into goal, but not at goal. If the goal is an airfield, we will present information about the airfield from <http://airnav.com>.

We will display the task on a large TV screen and show the satellite photos of the goal and other areas along the task.

Cylinder starts will be used and these may be either entry or exit. The type of start and the dimensions may vary from task to task and will be specified at each task briefing.

Turn Points will be cylinders of 400 meters radius unless otherwise specified at the task briefing.

Virtual goals will be virtual cylinders of 400 meters radius size and at the specified coordinates unless different radius value is specified at the task briefing.

All the goals are found in the Goal document which can be downloaded from the competition web site.

## **18 - Pre-Flyers and Free flyers**

We may have wind dummies and they will comply with Common Section 7.

## **19 - Safety Issues**

Pilot Safety forms will be available in the GPS download area.

Pilots will report in by using the built-in facility of the Flymaster Trackers. Pilots in distress can push the SOS button. Pilots not checking in will be contacted through their driver.

Pilots will report at the next morning's pilot briefing on any safety aspects of the previous day's task.

A task may be stopped by the Meet Director only if a minimum of 1 hour has elapsed after the first start gate. Otherwise the task will be canceled.

## **20 - Live-tracking**

Pilots must fly with their Flymaster Trackers.

## 21 – Scoring

Scoring will use the FS 2018 using CIVL GAP scoring formula GAP

<http://fs.fai.org/trac/wiki/WhichVersion>

<http://fs.fai.org/2018/08/15/bugfixes-for-fs2016-and-fs2018-released/>

The error band around cylinders will be 0.1%

The GPS map datum is WGS 84 and the coordinate format to be used is degrees, minutes, decimal minutes (hddd0mm.mmm)

GAP parameters will be set at:

For Class 2, 5 and Class 1 Open:

- Nominal launch: 100%
- Nominal distance: 80 km
- Minimum distance: 5 km
- Nominal goal: 25 %
- Nominal time: 2 hours
- Score back-time in case of stopped task: 15 minutes
- Early start (jump the gun): maximum of 300 seconds. Penalty of 2 points per second.

For Sport Class:

- Nominal launch: 100%
- Nominal distance: 40 km
- Minimum distance: 5 km
- Nominal goal: 25 %
- Nominal time: 1 hour
- Score back-time in case of stopped task: 15 minutes
- Early start (jump the gun): maximum of 300 seconds. Penalty of 2 points per second.

GAP parameters will be discussed at the first Team Leaders' briefing.

The primary source of scoring is Live-tracking logs. Any other source can be used as back-up.

The Live Tracking track log (or if that is not valid a GPS track log) evidence are the only ways to verify and provide data for flights. The track logs of two or more GPS units together may be used to provide a required track log. To be considered valid, the GPS track log must comply with the current requirements in Section 7A of the FAI Sporting Code, chapter 4.

Pilots should follow the instructions here: <http://ozreport.com/pilotdownload.php> to download your tracklog if needed. It is best to use your own computer and cable or SD card reader (or phone). If you can't download your tracklog with your own equipment and email it to the scorekeeper, then you can use the computers and cables provided by the meet organizer.

Tracklogs, if needed, must be emailed and received by the scorekeeper by midnight (unless a different time is given at the pilot briefing).

If you did not fly, you must email the scorekeeper directly by the times stated.

A pilot who lands (or limits his flight) to assist another pilot in distress shall be scored for the day. This score shall be the average day-weighted of what he scored in the previous rounds, or the average pilot score if this happens on the first task. However, as the meet progresses that score will change to take into account his average day-weighted scores of the whole meet, so the score will be adjusted after each task. The Meet Director may also award extra points.

## **22 - Penalties**

According to Section 7A-6

### **Flying without a Live Tracker or turning it off in flight**

1st offence: 300 points.

2nd offence: zero for the task.

Specific penalties will be at the discretion of the Meet Director. A lesser penalty may be applied in rare cases due to extenuating circumstances.

## **23 - Complaints and protests**

Any pilot may issue a verbal complaint to the Meet Director to investigate operational matters with which the pilot is dissatisfied.

The Meet Director will investigate and make the final determination of the verbal complaint based on the merits of the issue.

Written protests will be reviewed to ensure they clearly state the reason, provide evidence supporting the protester's position and state the desired outcome. The pilot must sign and date the protest. Protests not in this format will be rejected.

If the provisional results are published before 10 PM, complaints must be submitted

before 8:30 AM the next day.

If the provisional results are published after 10 PM, complaints must be submitted before noon the next day.

For the last competition task, complaints must be submitted at the latest 1 hour after the publication of the provisional results

The Protest Committee will investigate and within 24 hours make their final determination based on the merits of the issue.

Should the pilot still be dissatisfied; an appeal may be filed with the USHPA Competition Committee no later than 10 days after the competition.

The protest fee will be refunded for all successful protests.

As per General Section and Section 7A-7, tThe fee for protest will be \$20.