



**2nd FAI World Hang Gliding Sport Class Championship**  
**14th FAI Women's World Hang Gliding Class 1 Championship**  
**9th FAI World Hang Gliding Class 5 Championship**  
**21st FAI World Hang Gliding Class 2 Championship**

Wilotree Park, Groveland, Florida, USA

April 19 to May 1, 2020

# Local Regulations

**V2 Approved by CIVL**  
**18 December 2019**  
**Changes in red**

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 FAI Sporting FAI Sporting Code:

- General Section
- Section 7 Common
- Section 7 A – Cross Country
- Section 7 F – XC Scoring
- Section 7 H – Flight recorders specifications
- Section 7 I – Guidelines and Templates

These documents can be downloaded at <https://www.fai.org/civil-documents>

They can also be found at: <https://airtribune.com/2020-world-championships/info/details>

## 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/2020-world-championships/info/details>

## 2 Officials

Event Organizer:	Belinda Boulter and Davis Straub
Event Director:	Belinda Boulter
Meet Director:	Davis Straub
Safety Director:	Eric Williams
Towing Director:	Jim Prah
Rescue coordinator:	Belinda Boulter
Livetracking coordinator:	Kate Griffin
Weather forecast:	Davis Straub
Scorer:	Kate Griffin
Tracker Wrangler	Kate Griffin
Doctor:	911 Groveland Emergency response, Eric Williams
Headquarters Coordinator:	Belinda Boulter
Host/Hostess:	Eric Williams
Take-Off Marshal:	Spinner Kindt
Goal Marshal:	Spinner Kindt/TBD
Public and Press Relations:	Belinda Boulter
Photographs, videos:	Tony Mercado
Social events:	Belinda Boulter
FAI Steward:	Jamie Shelden (USA)
FAI Jury President:	Andy Cowley (GBR)
FAI Jury Members:	Linda Salamone (USA), Trudy Craddock (GBR)

## 4 Programme

All times and dates are US Eastern Daylight Time  
(Eastern Standard Time before the second Sunday in March at 2:00 AM)

### Unofficial Training Days

Wilotree Park provides year-round instruction and opportunities to fly cross country and learn the region.

Aerotowing is the primary mechanism for propelling hang gliders aloft.

Championship attendees that are not aerotow certified and are unable to do so in their respective nations will be advised to arrive no less than one week early to receive aerotow training.

Registration (check-in):	April 19 – 9 to 12 AM and 1 to 4 PM –Wilotree Park Club House
First Team Leader meeting:	April 19 – 5 PM – Wilotree Park Club House
Opening Ceremony:	April 19 – 7 PM – Wilotree Park or Groveland (TBD)
Mandatory Safety Briefing:	April 20 – 9AM – Wilotree Park Club House
Mandatory training task:	April 20
Championship Flying Days:	April 21to 30
Closing ceremony:	May 1 – 10 AM – Wilotree Park Club House

The training task is mandatory. Pilots' towing skills will be checked.

The dates and timings are subject to change.

Changes will be posted on the website and on the notice board at headquarters.

Schedule on training and competition days:

9 AM:	Headquarters open
9 AM:	Team Leaders briefing
10 AM:	Task and Safety Committee meetings
11 AM:	Pilot briefing /Task briefing
12:30 PM:	Take-off window 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.

## 5 Entry

The maximum number of pilots in all the championships combined is 125.

- The number of pilots expected in Class 1 Women is 20.
- The number of pilots expected in Class Sport is 65.
- The number of pilots expected in Class 2 is 10.
- The number of pilots expected in Class 5 is 30.

The numbers being “expected” means that if there are too few pilots in one Class and too many

in another, numbers will be readjusted.

There is no maximum number of pilots that may be entered by a NAC.

The maximum number of pilots constituting a national team will be finalized after the first allocation. (provisionally):

- Class 1 Women: 3: all scoring for each day.
- Class Sport: 4: the top 3 scoring for each day.
- Class 5: 3: all scoring for each day.

There is no national team in Class 2

## 6 Eligibility to compete

The following applies in addition to Section 7 eligibility criteria:

- For all Classes:
  - USHPA membership is required. 30-day memberships will be available at minimal cost.
  - The equivalent of FAIPPI 5C (except for Sport Class) (requirements described in Safe Pro Delta Stage 5C).
  - Aerotow rating or evidence of extensive aerotowing experience.
- Class 1 Women: As per Section 7A 2.2.1. Ranking in the Sport Class is also taken in consideration.
- Class 2: Evidence of previous Swift flying experience.
- Class 5: As per Section 7A 2.2.1.
- Class Sport: In the 36 months before the ranking reference date, which is 3 calendar months before the championship starts, a pilot must have: 1) at least 1 Class 1 Sport WPRS point and 2) participated in one or more FAI sanctioned competitions with at least 15 pilots. Additionally, 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.
- For Class 1, 5 and Sport, the ranking reference is December 2019 published on January 1, 2020.

### Exceptions to pilot qualification requirements

According to Section 7A 2.2.6.

The Screening Committee members are: (TBD)

## 7 Application to compete

Applications (registrations) must be made through <https://airtribune.com/2020-world-championships/registration> starting from September 2, 2019 and finishing on January 19, 2020.

Pilots must register individually through Airtribune for their competition (as determined by their designated class).

NAC's are responsible for having only those pilots which they classify as approved and qualified register at <https://airtribune.com/2020-world-championships/registration>.

NAC's are invited to submit applications in high enough numbers, so they can be included in case of extra allocation rounds.

Deadline for exemption applications is February 19, 2020 (Download the exemption form for the Women's Worlds at: [https://airtribune.com/2020-world-championships/info/details\\_info](https://airtribune.com/2020-world-championships/info/details_info)

or the standard exemption form here:

[https://www.fai.org/sites/default/files/documents/exemption\\_application\\_template\\_hg.doc](https://www.fai.org/sites/default/files/documents/exemption_application_template_hg.doc)

## 8 Allocation and payments

Allocation will be done according to Section 7A-2.3

The first allocation round will be made on January 20, 2020.

The entry fee payment processing will start on January 19th, 2020.

Confirmation of payment transfer must be sent to [belinda@davisstraub.com](mailto:belinda@davisstraub.com) before February 5th, 2020 (unless the payment is made through PayPal to the correct account in the correct amount, in which case she would be notified automatically).

Applications (assigned pilot slots and with at least an equivalent number of pilots from that nation registered on Airtribune) with fees paid, but not received or confirmed by the deadline will be refused.

NAC's (or pilots) are encouraged to make payments immediately after the allocations are announced (or previously if the pilot or NACs are certain of their allocation). See the next section for how to make payments.

Pilots are encouraged to make the payments for themselves and get reimbursed for their NAC as they do not wish to rely on the NAC to be timely.

Pilot status at <https://airtribune.com/2020-world-championships/pilots> will indicate if the pilot is completely registered:

- "Waiting List:" pilot registered on Airtribune waiting for organizers to make an initial check
- "In Progress:" pilot registered on Airtribune and checked by the organizer
- "Verified:" pilot registered on Airtribune and entry fee paid
- "Qualified:" pilot registered on Airtribune and pilot meets the requirements for eligibility to compete
- "Confirmed:" pilot registered on Airtribune, pilot meets the requirements for eligibility to compete, pilot approved by their national sport pilot association to compete in this competition, and entry fee paid.
- "Team pilot:" pilot registered on Airtribune, entry fee paid, pilot meets the requirements for eligibility to compete, and has been selected by their NAC to be on the National Team.

On the February 5th, 2020 the pilot allocation table found here: <https://airtribune.com/2020-world-championships/pilots> will be updated to account for any lack of payment. Any unpaid places will be reallocated.

The second allocation round will be made on February 5th, 2020.

Payments must be received within 10 days after the allocation.

The final allocation will be made on February 21st, 2020 until a total of 125 pilots are reached or

no more applications remain (no more pilots have registered for their competition at Airtribune).  
Payments must be received by March 3rd for this final allocation.

For payment beyond this date, a supplementary fee of \$100 USD will be applied.

Between February 21st, 2020 and April 19th, 2020, if any spot becomes open because of cancellation or for any reason, the spot will be offered:

—First, to a pilot of the same NAC.

—Second, to a pilot of another NAC (in the order of the WPRS nation ranking, starting where the second allocation round finished).

## 9 Entry Fee

Pay the Entry Fee here: [https://airtribune.com/2020-world-championships/info/details\\_info](https://airtribune.com/2020-world-championships/info/details_info)  
Selection and Entry Fee section.

Competition Pilot: \$525 (includes \$175 Wilotree Park Fee)

Team Leader (not a Competition Pilot): \$425 (includes \$175 Wilotree Park Fee)

Assistant: \$175 (includes \$175 Wilotree Park Fee)

Aerotowing fee - \$650 paid upon check-in

### **Entry fee for competition pilots and team leaders includes:**

- Daily Prizes
- Color map of task area showing take-off, turn points, landing fields and restricted airspace and areas, with clearly visible grid matching the GPS coordinates used for the competition
- Contrasting stickers for pilot's leading edges and helmet/downtube pilot number stickers.
- ID card and safety/contact information.
- Event T-shirt
- Medical Emergency Services
- Food and drink for Competition Opening Ceremony
- Brunch During Prize-giving Ceremony
- Weak links
- Flymaster Tracker
- Live Tracking
- On-line Turnpoint Coordinates
- On-line airspacefile
- On-line task maps
- Free Wi-Fi
- Free access to Evening Parties and Entertainment
- Weather Briefing on Pilots' Phones
- Task Sent to Pilots' Phones
- Access to Professional Retrieval Coordinators (Retrieval Goddess's Retrieval Service)
- Wilotree Park (includes access to clubhouse and amenities - e.g. swimming pool, kitchen, pool table, etc.)
- Camping available
- Help with finding accommodations
- Beer and wine available at minimal cost each night

**All entry fees are to be paid as detailed here:**

**<https://ozreport.com/2020Worldspay.php>**

### **Refund policy**

In the event of pilot withdrawing from the competition before April 1, 2020 and who cannot be replaced by a qualified NAC-nominated pilot from the same nation, a full refund will be offered (less 100 dollars for administration costs). Cancellations received after this date will not be eligible for refund.

## **10 Registration**

Registration according to Common Section 7-5.2 and Section 7A-2.

Each competitor will be required to present:

Proof of identity.

Satisfactory evidence of glider airworthiness.

Proof of valid insurance: non-USHPA members will be required to purchase 30-day membership.

Signed certified glider statement.

## **11 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.

The organizers do not offer medical or evacuation insurance.

## **12 Equipment**

All equipment must comply with Section 7A-4 and 8, Section 7F and Section 7H

### **Radios**

They are highly recommended. 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

### **Aerotow bridles**

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.

### **High contrast graphics**

To improve visibility and make glider identification easier, all competitor gliders must display on their leading edges the two high contrast graphics provided by the organization.

Helmet pilot sticker numbers.

### **13 Committees**

Task Advisory Committee

As per see Common Section 7 Common-4. It will include one pilot from each of the championship's Classes.

Safety Advisory Committee

As per see Common Section 7 Common-4. It will include 3 pilots.

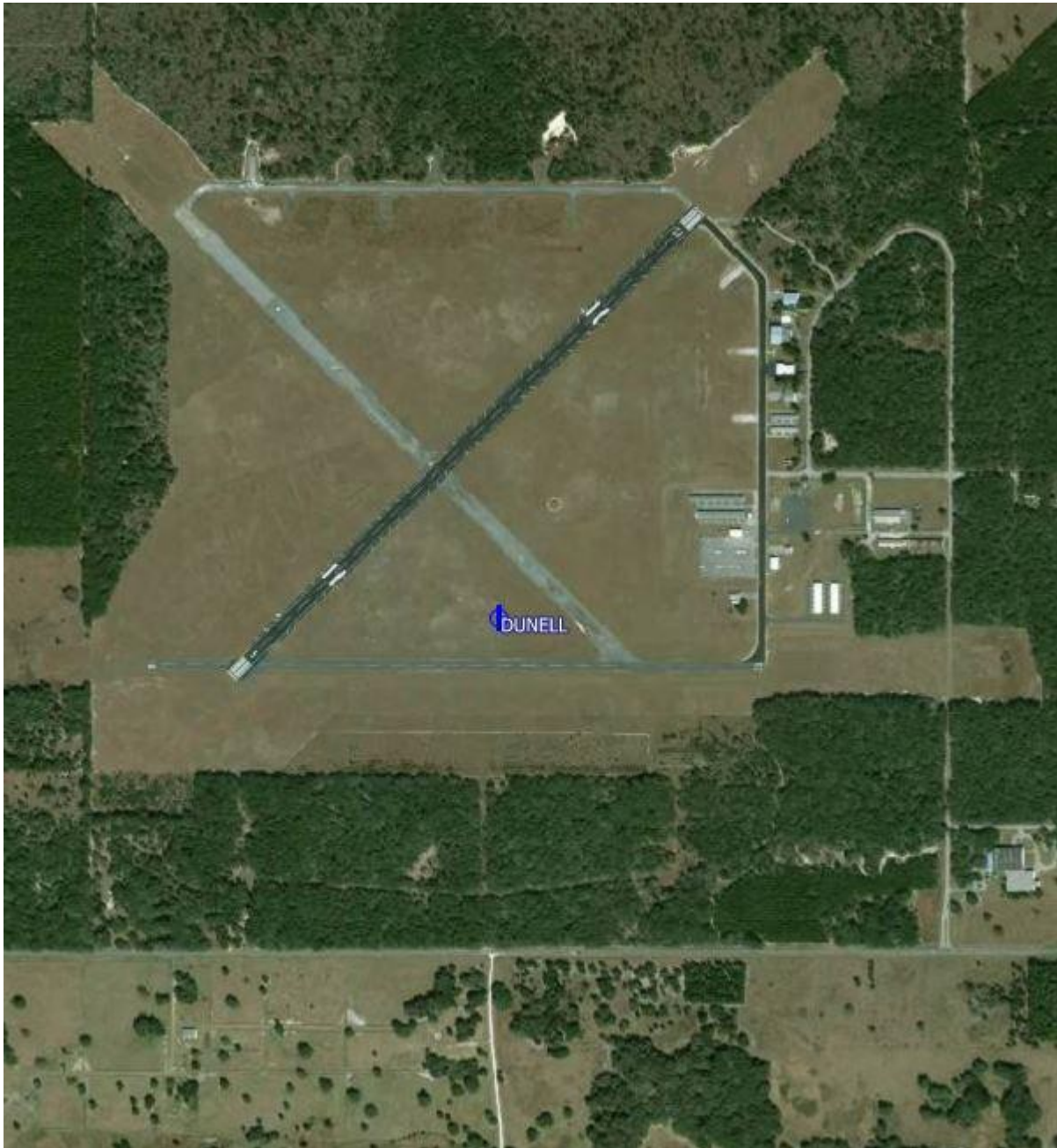


## 14 Take-offsites

Sheet Airfield, Wilotree Park,  
Wilotree Park, 6548 Groveland Airport Road Groveland, Florida, USA, 34736.  
Coordinates 28°32.137', -81°50.760'



Contingent (to be used based upon weather / wind)  
Dunnellon Airport, 15070 SW 111th St, Dunnellon, FL USA, 34432.  
Coordinates 29°03.70000', -082°22.60000'



## 15 Flyingdays

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

## 16 Launch

Aerotow: Spectra tow ropes of approximately 150'. Approximately one tug for each 10 pilots.

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 ranking, afterwards ordered by cumulative score. First 1/3(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, then Class 5 pilots launch, then women's open class followed by any "Early Bird" pilots in sport class.

An "early bird" launch may be offered for up to 5 Women's open class at the start of the Women's 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.

There will be staging lines, and pilots must place their gliders on their assigned launch order numbers.

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 2000' AGL, unless authorized for Sport Class.

Wind direction and velocity determine the launch area and launch direction. South- southeast wind speeds up to 15 mph can be accommodated from the north- northwest launch area. Westerly winds up to 10 - 15 mph can be accommodated from the east and southeast launch. East winds up to 10 - 15 mph can be accommodated out of the west launch. Northerly winds 10 - 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."

Pilots who have a broken weaklink below 1000' will be slotted back into the launch cue as soon

as possible.

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.

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.

## **17 Airspace and other restrictions**

Wilotree Park is located 10 km west of Orlando Class B airspace and 38 km north east of Tampa Class B airspace.

There is a 6-km radius Danger Area 30 km to the north-northwest around a prison complex that we often fly near.

There is Ocala Class D airspace 70 km to the northwest that we avoid.

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, Cor 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).

## **18 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 2019 Quest Air Nationals Risk Management Plan that can be downloaded from the competition web site.

## **19 Pre-Flyers and Free Flyers**

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

## **20 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 for ten seconds. 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 at any time for safety reasons (i.e. unsafe weather) and will be announced on the safety frequency by the meet director. A stopped task will also be communicated to drivers and pilots by all means available (i.e. driver's phone #, WhatsApp, pilot radio frequencies supplied to the meet at registration). A stopped task will be scored if it meets the requirements of S7 F 12.3.2 "Requirements to score a stopped task" with the minimum time for sport class being the same as for women (i.e. 60 min).

## **21 Live-tracking**

Pilots must fly with and use their Flymaster Trackers.

Live Trackers are essential for safety and retrieve. They will also be used as the primary source for scoring. Every morning, each pilot must pick up his own live tracker. Picking it up is considered as registering for flying.

Pilots must keep them during the flight, always turned on. They must give them back at goal or at the headquarters immediately after they have been retrieved.

In case of a malfunction of a live tracker, it is a pilot's responsibility to report that immediately to the Live Tracking Manager, Safety or Meet Director.

In case of loss or damage of a live tracker, the pilot will be asked for a €250 compensation.

## 22 Scoring

Scoring will use the FS 2019 using the latest CIVL GAP scoring formula.

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

GAP parameters will be set at:

For Class 2, 5 and Class 1 Women:

- Nominal launch:96%
- Nominal distance: 60km
- Minimum distance: 5km
- Nominal goal: 25 %
- Nominal time: 1.5hours
- Score back-time in case of stopped task: 15minutes
- Early start (jump the gun): maximum of 300 seconds. Penalty of 2 points persecond.

For Sport Class:

- Nominal launch:96%
- Nominal distance: 30km
- Minimum distance: 5km
- Nominal goal: 25 %
- Nominal time: 1hour
- Score back-time in case of stopped task: 15minutes
- Early start (jump the gun): maximum of 300 seconds. Penalty of 2 points persecond.

The distance error band around turnpoints, start cylinder and goal will be 0.1% using the WGS 84 ellipsoid for the distance measurements. The earth model used will be WGS 84 ellipsoid for coordinates.

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

The primary source of scoring is Live-tracking logs. Back-ups are allowed only in case of possible malfunction of the live trackers (this include missed turnpoints, airspace infringements, etc.)

All other instruments that pilot may have are considered as back-ups. These instruments must comply with the CIVL accepted instrument list, published on the CIVL web site.

It is at the discretion of the Meet Director to allow further units to be presented as a source of the track log.

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.

## **23 Penalties**

According to Section 7A-6.3

At the discretion of the Meet Director, a lesser penalty may be applied in rare cases due to extenuating circumstances.

Violation of restricted airspace

Between zero to 30 meters inside the prohibited airspace vertically or horizontally: linear penalty from 0 to 100 percent of pilots' points.

Note: Vertical airspace violations are checked by barometric altitude and horizontal violations are checked by GPS positions.

Flying without a Live Tracker or turning it off in flight

1st offence: 300 points.

2nd offence: zero for the task.

Not bringing back the Live Tracker to the HQ ASAP after landing will be considered as unsporting behavior.

First offence: warning.

Second offense: 0 for the day.

## **24 - Complaints and protests**

As per Section 7A.

If provisional results are published before 10:00 PM, the complaint deadline is 8:30 AM the next day.

If provisional results are published after 10:00 PM, the complaint deadline is 12AM the next day and at least 4 hours after the publication of the provisional results.

Complaint and protest deadlines are extended 24 hours if they occur on a rest day.

The protest fee is \$20.