

# 2021 Paradise Nationals

## Local Rules

Sheets Airfield, Wilotree Park

6548 Groveland Airport Road Groveland, Florida, USA, 34736.

Coordinates 28°32.137', -081°50.760'

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

These local regulations are to be used in conjunction with the most recent versions of General Section of the FAI Sporting FAI Sporting Code, Common Section 7 of the FAI Sporting FAI Sporting Code, and Section 7A of the FAI Sporting FAI Sporting Code

All these documents can be downloaded from the competition web sites:

[https://airtribune.com/pas2021/info/details\\_info](https://airtribune.com/pas2021/info/details_info) or <https://www.fai.org/civil-documents>.

### 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 organizers:

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

Stephan Mentler, [team@hgrac.com](mailto:team@hgrac.com), +1.850.417.5715

Official website:

[https://airtribune.com/pas2021/info/details\\_info](https://airtribune.com/pas2021/info/details_info)

### 2 - Officials

Meet Organizer:	Stephan Mentler
Assistant Meet Organizers	Belinda Boulter and Davis Straub
Event Director:	Victoria Lee Nelson
Meet Director:	Belinda Boulter
Deputy Meet Director(s):	Victoria Lee Nelson and Stephan Mentler
Assistant Director / Advisor:	Jamie Sheldon
Safety Director:	Eric Williams
Towing Directors:	Jim Prah
Rescue coordinator:	Eric Williams
Live tracking coordinator:	Maria Garcia
Weather forecast:	Davis Straub
Scorer:	Maria Garcia
Tracker Wrangler	TBD / Stephan Mentler
Medical	Eric Williams
Headquarters Coordinator:	Victoria Lee Nelson
Host/Hostess:	Eric Williams
Launch Director:	Heather Renihan

Public and Press Relations: Belinda Boulter  
Social events: Eric Williams

### **3 - Program**

See the official web site: [https://airtribune.com/pas2021/info/details\\_info](https://airtribune.com/pas2021/info/details_info).

All times and dates are US Eastern Daylight Time (Eastern Standard Time before the second Sunday in March 2021 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.

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 10 –9 to 12 AM and 1 to 4 PM –Wilotree Park Club House

Mandatory Safety Briefing: April 11 – 10 AM – Wilotree Park Club House

Championship Flying Days: April 11 to 17

Closing ceremony: April 26 – 8 PM – Wilotree Park Club House

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  
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 pilots briefing and posted on the official board at headquarters.

### **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).

Sport Class pilots with hang 2 ratings will be evaluated to determine if they are safe to fly in the competition. They must contact the meet organizers in advance.

## **6 - Application to compete**

Applications must be made through [https://airtribune.com/pas2021/info/details\\_info](https://airtribune.com/pas2021/info/details_info) starting from November 2, 2020 and finishing on April 11.

After pilot registration, when entry fee is paid pilots are confirmed. Places are allocated by date of pilot confirmation.

Pay Entry Fee Here: \$400 (includes \$100 Wilotree Park Fee):

<https://ozreport.com/2021Paradisepay.php>

Aerotowing fee: \$450 paid upon check-in

## **7 - Allocation and payments**

After pilot registration, when entry fee is paid pilots are confirmed. Places are allocated by date of pilot confirmation.

Pay Entry Fee Here: \$400 (includes \$100 Wilotree Park Fee):

<https://ozreport.com/2021Wilotreepay.php>

Aerotowing fee: \$400 paid upon check-in

## **8 - Entry Fee**

The Entry fee will be: \$400

Entry fee 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
- Event Tee-shirt
- Food and drink for Competition Opening/Ceremony
- Meal During Prize-giving Ceremony
- Weaklinks
- Use of Flymaster Tracker
- Live Tracking
- On-line Turnpoint Coordinates
- On-line airspace files
- On-line task maps
- Free WiFi
- Evening Parties and Entertainment
- Weather Briefing on Pilots' Phones
- Task Sent to Pilots' Phones
- Wilotree Park (includes access to clubhouse and amenities - e.g. swimming pool, kitchen, pool table, etc.)
- Camping available
- Help with finding accommodations

## 9 - Registration

Registration is online at the competition web site:

[https://airtribune.com/pas2021/info/details\\_info](https://airtribune.com/pas2021/info/details_info)

## 10 – Liability 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 \$6/pilot.

## 11 - Equipment

Radios are 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.

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.

**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.

## 12 - Committees

### Task Committee

The task committee will include three to five pilots (see Common Section 7-4).

### Safety Committee

The safety committee will include three pilots (see Common Section 7-4)

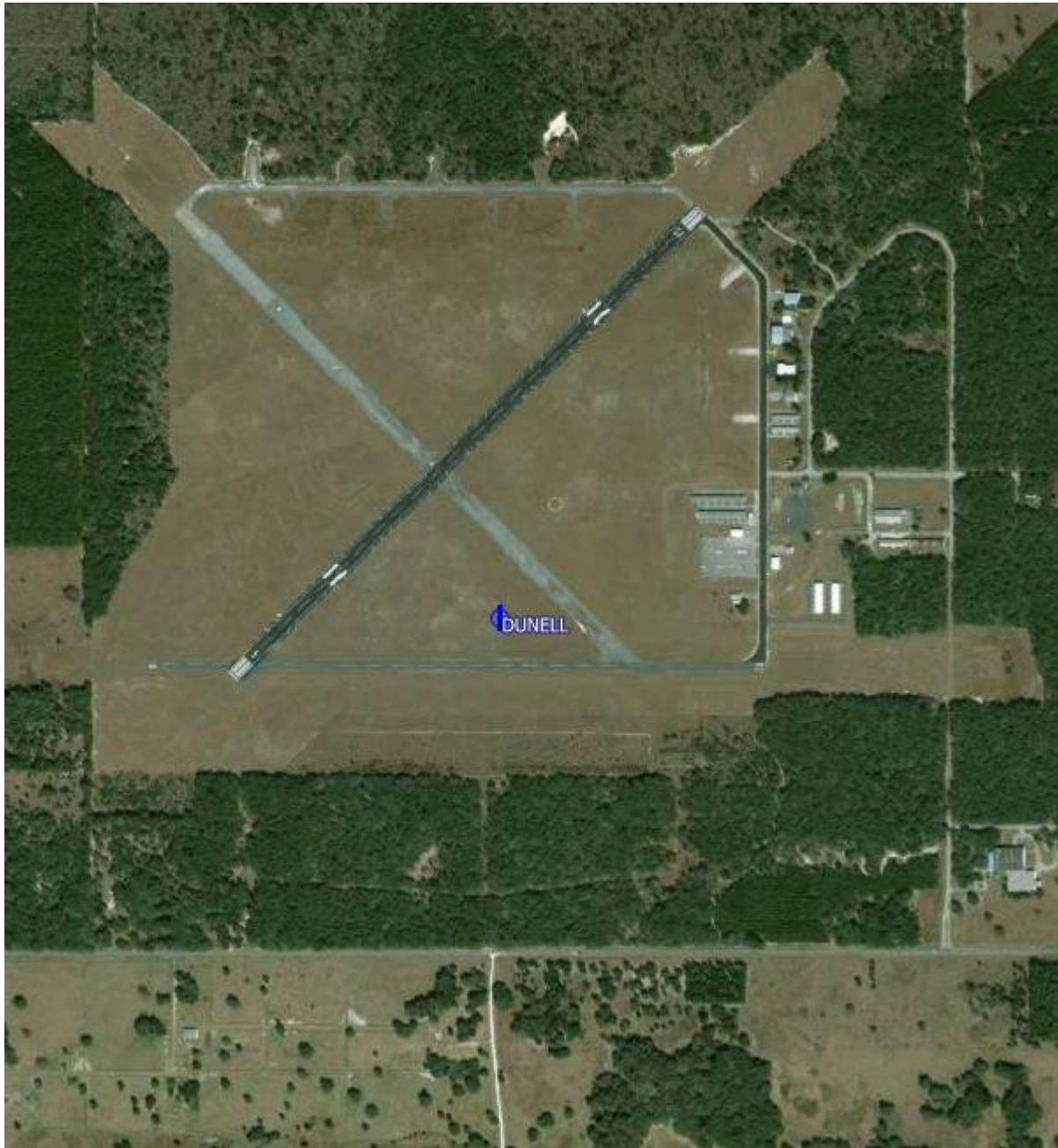
### 13 - Take-off sites:

Sheet Airfield, Wilotree Park,  
Wilotree Park, 6548 Groveland Airport Road Groveland, Florida, USA, 34736.  
Coordinates 28°32.137', -081°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'



## **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' will be used by approximately one tug for each 10 pilots.

The Meet Director and Aerotowing 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 one-third of pilots in a class launch in reverse order. Ordered launch for both open and sport classes. At the discretion of the Meet Director, different launch orders may be implemented, for example, last cumulative ranked pilot first to launch.

An "early bird" launch may be offered for up to 10 Open class just prior to the Open 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 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 typical order of launch by category type will commence with Class 2 and Class 5 pilots, followed by any open class early bird pilots, general Open class, Early Bird Sport Class, and then finally Sport Class. At the discretion of the Meet Organizer or Meet Director, the category order of launch may be changed, for example Sport Class followed by Open Class, etc.

The members of the task and safety committees may be staged behind the top 1/4 or 1/3 ranked pilots (by cumulative results) who have been staged in reverse order unless they are among the top ranked pilots and then they will be staged as per their ranking.

There will be an up to a ten-minute period after the last Open Class (or Sport Class if Sport Class launch precedes Open Class) for relaunched of the relevant class. Sport Class (or Open Class if preceded by Sport Class) can launch immediately after the Open Class if there are no Open Class relaunched or immediately after the last of relaunched within the up to ten-minute period. If the relaunched are not complete after within ten-minutes, the Open Class re-launchers must defer to the Sport Class pilots.

There will be staging lines, and pilots must place their gliders on their assigned launch order numbers. Pilots must be in the staging area one half hour before the launch opens.

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 in front of the launch 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 are not to take pilots over 2000' AGL unless conditions warrant a change as determined by the meet director.

Wind direction and velocity determine the launch area and launch direction. South-southeast wind speeds up to 15 - 20 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 above 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 500' 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/staging line.

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.

The pilots in the launch box at the head of the launch line must be ready to launch five minutes before the launch window opens. Ready is defined as: Pilot is completely suited up with helmet on, hooked in with vario, GPS and other instruments turned "on." Once in the launch line the pilot must advance forward to the end of the launch line (towards the ready-to-launch box).

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. She/He will wave off the tug only when She/He deems that conditions are safe and clear of any air traffic.



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

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

There is a 6-km radius Danger Area 30 km to the 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, 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 enough 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 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 and hold for 10 seconds the SOS button. Pilots not checking in will be contacted through their drivers.

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 2020 (latest version) using CIVL GAP scoring formula GAP 2020 (latest version of each). The error band will be 0.1%. The earth model will be the WGS 84 ellipsoid.

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

For Class 2, 5 and Class 1 Open:

GAP parameters will be set at:

- Nominal launch: 96%
- Nominal distance: 60 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: 96%
- Nominal distance: 30 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 pilot 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.

In the event that then you need to download your tracklog, 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 a computer and cables provided by the meet organizer.

Tracklogs, if needed, must be emailed to [scores@hgrac.com](mailto:scores@hgrac.com) 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 day-weighted average 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 10 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, the fee for protest will be \$20.