



2019 Quest Air Nationals



2019 Quest Air Nationals (week 1) (pre-Worlds) and 2019 Quest Air Nationals (Week2)

April 13th – 19th and April 20th – April 27th, 2019

Sheet Airfield, Wilotree Park, Groveland, Florida, USA

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

Coordinates 28°32.137', -081°50.760'

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.
- Common Section 7 of the FAI Sporting FAI Sporting Code.
- Section 7A of the FAI Sporting FAI Sporting Code.
- CIVL GAP

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

https://airtribune.com/2019-quest-air-nationals-week-1/info/details_info

1 - Contacts

Organizing NAC: United States Hang Gliding and Paragliding Association

<http://ushpa.org>, Beth Van Eaton, beth.vaneaton@ushpa.aero

Competition organizer: Belinda Boulter and Davis Straub, belinda@davisstraub.com, +1 863 206 7707

Official website: https://airtribune.com/2019-quest-air-nationals-week-1/info/details_info and https://airtribune.com/2019-quest-air-nationals-week-2/info/details_info

2 - Officials

Event organizer: Belinda Boulter and Davis Straub

Meet director: Belinda Boulter

Safety director: Russell Brown

Rescue coordinator: Russell Brown

Livetracking coordinator: TBD

Weather forecast: Larry Bunner

Transport and Retrieval: None

Scorer: TBD

Doctor: 911

Headquarters Coordinator: TBD

Host/Hostess: TBD

Take-Off Marshal: Spinner Kindt

Goal Marshal: none or Spinner Kindt

Air Marshals: None

Public and Press Relations: Belinda Boulter

Photographs, videos: TBD

Social events: TBD

FAI Steward: Mitch Shipley or Jamie Shelden

FAI Jury President: None for test competition

FAI Jury Members: None for test competition

3 - Program

Official Registration (check in): Saturday, April 13th, 10 AM – noon, 1 PM – 4 PM (week 1)

Saturday, April 20th, 10 AM – noon, 1 PM – 4 PM (week 2) at club house

Opening ceremony/Parade: None for this test meet

Mandatory Safety Briefing: Sunday, April 14th, 9:00 AM (week 1) at club house

Sunday, April 21st, 9:00 AM (week 2) at club house

1st Team leader meeting: None for this test meet

Welcome Saturday, April 13th, 7 PM. (week 1) at club house

Saturday, April 20th, 7 PM (week 2) at club house

Official training day: Saturday, April 13th (week 1)

Saturday, April 20th (week 2)

Contest flying days: Sunday, April 14th through Friday, April 19th (or the 20th) (week 1)

Sunday, April 21st through Saturday, April 27th (week 2)

Prize-giving & Closing Ceremony: Saturday, April 20th 8 AM (week 1) at the club house

Sunday, April 28th, 8 AM (week 2) at the club house

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

9 AM: Team Leader meeting

10 AM: Task and Safety Committee meetings

11 AM: Pilot briefing /Task briefing

12:30 PM: Take-off window opens:

All day: 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 120.

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-quest-air-nationals-week-1/info/details_info and https://airtribune.com/2019-quest-air-nationals-week-2/info/details_info starting from November 2nd, 2019 and finishing on April 13th (week 1) or April 20th (week 2).

7 - Allocation and payments

Pay Entry Fee Here: \$300 (includes \$100 Wilotree Park Fee)
<http://ozreport.com/2019QuestAirpay2.php>

Fill out Waivers: <http://ozreport.com/onlinewaivers.php> or <http://ozreport.com/waivers.php> (Only one set of waivers for both meets if you include "week1 and week 2" in the competition name)

Aerotowing fee - Likely to be \$350 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: - \$300 per pilot per week

Entry fee includes:

- Daily Prizes
- Event Tee-shirt
- Medical Emergency Service
- Food and drink for Competition Opening/Ceremony
- Brunch During Prize-giving Ceremony
- Weaklinks
- Flymaster Tracker
- Live Tracking
- On-line Turnpoint Coordinates
- On-line airspace file
- On-line task maps
- Free Wi-Fi
- 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 no additional cost each night

9 - Registration

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

10 - Insurance

USHPA temporary membership which provides 3rd 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.

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), three pilots from class 1 in week 2, 1 pilot from Sport Class, 1 from Class 2, and 2 from Class 5, and if there are more than 3 women, 1 women.

Safety Committee

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

13 - Take-off sites:



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 and 0 Sport class pilots just prior to the Open launch window.

Pilots will be selected by a show of hands and their names written down at the pilot briefing. If more than 10 desire to launch early, the 10 will be chosen by numbered lottery.

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 2000' 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-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. Gusting over 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

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 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 2016 or FS 2018 using CIVL GAP scoring formula GAP 2016 or GAP 2018 (latest version of each).

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

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

To be resolved in advance of the competition.

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: 40 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: 20 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

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.

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.