

1. 2nd FAI Sport Class World Hang Gliding Championships,
14th FAI Women's World Hang Gliding Championships,
9th FAI Class 5 World Hang Gliding Championships, and
21st FAI Class 2 World Hang Gliding Championships

2. Locations of Championship:

- a) Primary- Wilotree Park, 6548 Groveland Airport Road Groveland, Florida, USA, 34736. Coordinates 28°32.137', -081°50.760'
- b) 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'

3. Dates of the Competition: Sunday, April 19th, 2020 to Friday May 1st, 2020

4. Competition allowing the organizer to bid:

<https://airtribune.com/2018-quest-air-national-series/info/details> [info](#)

5. Organizers: Belinda Boulter and Davis Straub

6. Sporting Power: The United States Hang Gliding and Paragliding Association

(<https://www.ushpa.org/>). See accompanying letter from the USHPA and the US NAA.

7. Schedule of Championship:

- a) Free Training Days: Quest Air at Wilotree Park provides year around 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.
- b) Official Training Days: Sunday April 19th and Monday, April 20th will be the official training days with assigned tasks.
- c) Registration (check-in): 9AM – noon and 1 PM – 4 PM, Sunday April 19th.
- d) Mandatory training task: Monday, April 20th. This unscored task will be mandatory for the organizers to test and confirm that the organization, logistics, schedule, and personnel are in place. It will also provide pilots and teams that are new to a formal Category 1 event the opportunity to ensure their logistics and personnel are in place. We will do a complete run through of a typical contest flying day with pilot briefing, weather forecast, task assignment, towing, flying a task, tracking and score keeping.
- e) Mandatory Safety Briefing: Monday, April 20th, 9 AM. The mandatory for the organizers briefing will take place prior to the execution of the mandatory training task and provide

some orientation to the area. Pilots will have been required to sign-off that they have read the pilot safety briefing book or on-line, upon check-in.

- f) Opening Ceremony: 7 PM, Monday, April 20th, Wilotree Park.
- g) Championship Flying Days: Tuesday, April 21st through Thursday, April 30th.
- h) Closing ceremony and prize giving: 10 AM, Friday, May 1st.

8. Organizers, Directors and Key Officials (all English speaking):

The proposed organization, Event Directors, and Meet Director have successfully conducted multiple national level competitions with regular international pilot participation including the world's top ranked hang glider pilots. They enjoy an enviable reputation for transparent and safely managed hang glider competitions. The proposed Safety Director, Launch Marshall, and Scorekeeper have supported multiple national level competitions in their assigned roles.

- a) Organization/Event Director: Davis Straub and Belinda Boulter.
- b) Meet Director: Belinda Boulter. Ms. Boulter will be assisted by a Deputy Meet Director, Katelyn Griffin and Deputy Meet Director, Davis Straub.
- c) Safety Director: Russell Brown (Quest Air Soaring Center owner).
- d) Meteorologist: Davis Straub
- e) Launch Marshal: Spencer Kindt (Quest Air Soaring Center Manager and aerotow hang glider instructor).
- f) Scorekeeper: Davis Straub (scoring software developer). Alternate / support scorers may include Zhenya Laritskaya and/or Katelyn Griffin.
- g) Live Tracking Manager: Elena Filonova
- h) Goal Marshal: Spencer Kindt (Quest Air Soaring Center Manager)

9. CIVL Coordinator, Steward, Judges, Jurors:

At the time of the bid, the CIVL Coordinator will be the CIVL President or the appropriate Committee Chairperson. If the bid is accepted, the Coordinator will be the CIVL Steward as soon as he is appointed.

The CIVL Jurors will be appointed in due time by the CIVL Bureau

10. Pilots Entry: 120 pilots maximum. The number is based on twenty years of experience at Wilotree Park

Pilot Qualifications:

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 meet CIVL eligibility requirements.

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.

(Note from Sport Code 7: 2. 2.3 Other Criteria If a competition organiser wishes to set stricter criteria, these must be declared with the bid for the event. Any other qualifying criteria must be included in the approved Local Regulations.)

11. Fees:

a) Entry fees (excluding aerotow fee but including Wilotree Park fee) are \$525 per pilot and \$425 per team leader. Team leaders who are also pilots in the competition will not have to pay an additional team leader fee. The entry fee includes:

- Daily Prizes
- Event Tee-shirt
- ID cards
- 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
- 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

- b) Aerotow fees are set at \$550 per pilot. (This is a tentative number based on past competitions and may change. We expect to have this figure finalized in December 2018.)
11 days at \$50/day, plus \$25 optional for the first practice day.

12. Test Event:

The test event is week 1 of the 2019 Quest Air Nationals (previous versions of this competition: https://airtribune.com/2018-quest-air-national-series/info/details_info, https://airtribune.com/2017-quest-air-open-and-reopen/info/details_info)

- a) Proposed Dates: Saturday April 13th through Friday, April 19th (week 1).
- b) 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. Pilots with hang 2 rating and local instructor evaluation will be allowed (as per 2018) in Sport Class. 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.
- c) Entry fee (excluding aerotow fee but including Wilotree park fee): \$300 per pilot for each week. No fees for team leaders or assistants. The entry fee includes:
- Daily Prizes
 - Event Tee-shirt
 - Medical Emergency Service
 - Food 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
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 - Access to Professional Retrieval Coordinators (Retrieval Goddess's Retrieval Service)

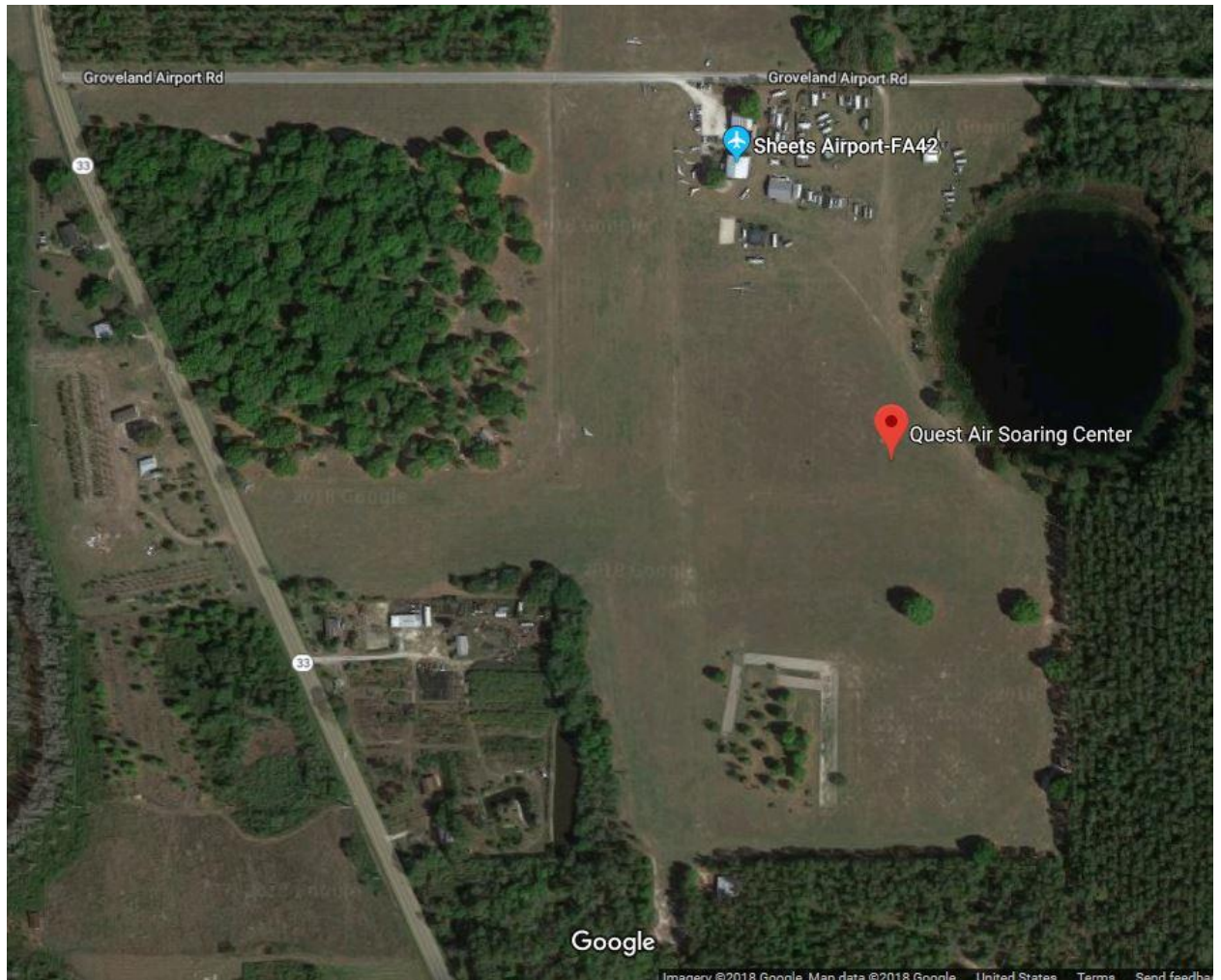
- Wilotree Park (includes access to clubhouse and amenities - e.g. swimming pool, kitchen, pool table, etc.)
 - Camping available
 - Help with finding accommodations
 - Beer and wine available at no additional cost each night
- d) Aerotow Fee: \$350 per pilot per week. (This is a tentative number based on past competitions and may change. We expect to have this figure finalized in December 2018.) Pilots can pay for towing before the meet at the regular day rate of \$25/tow (rate based on 2018 rates).

13. Launch sites:

The primary launch site is Wilotree Park at coordinates 28°32.137', -081°50.760'. A site plan is provided below.

- a) Take-off direction(s): North, South, East, West, Northwest, Southeast, Southwest, Northeast, launch areas are designated in the accompanying Risk Management Plan.
- b) Height above valley: Airport elevation is 125'
- c) Configuration, surface, size of take-offs and rigging/preparation areas: The site is 110 acres. The runways are 230' - 300' wide and 2000' long with a 1,000' extension (on the north/south runway). Large setup areas are available.
- d) Number of ramps: none
- e) Hazards (cables, pylons, trees, etc. - See accompanying Risk Management Plan):
 - I. Power lines 1,300' to the west of the west side of the 300' wide north/south runway and parallel to it.
 - II. These same power lines are 500' west of the west end of the east/west runway.
 - III. Club house/spectator area is 125' east of north/south runway and 150' south of north end launch area.
 - IV. One major setup area is on the east side at the northeast corner of the north/south runway and could be within 50' of the north-northeast launch area depending on wind conditions.
 - V. Another setup area is 100' east of the north/south runway and 400' feet south of any north launch area.
 - VI. Hangars, trailers, RV's, swimming pool, etc. are at least 150' east of north/south runway.
 - VII. Treed area 50' west of the north/south runway north of east/west runway.
 - VIII. Tree area west side of north landing area extension north of north/side.
 - IX. Runway used by tugs for landing to approach launch at north end of north/south runway and the area that may be used for landing coming back from tasks.

- X. Treed area east side of the north extension area above.
 - XI. Treed area on the west side of the north/south runway south of the east/west runway.
 - XII. Treed area 100' south of north/south runway.
 - XIII. Treed area 50' east of north/south runway south of east/west runway.
 - XIV. Treed area east end of east/west runway. Launches to the west take place more than 100' west of the treed area.
 - XV. Tree no longer near launch from southeast point toward the north northwest. Downed during Hurricane Irma.
 - XVI. Highway 33 100' or more west of west launch going to the east on east/west runway.
 - XVII. Treed area to the north and south of 230' wide east/west runway with launch areas 50' or greater from north or south sides.
 - XVIII. Windsock pole located 150' east of the north/south runway and 150' north of the east/west runway.
 - XIX. There are three other tall vertical flags that mark the slightest bit of wind. They are constructed of fishing poles and represent minimal hazards. These flags are offset from the runways by 50'.
 - XX. Camping area around the lake and the lake are 600' east of the north/south runway.
- f) Facilities (car park, shelter/shade, water, refreshments, toilets, etc.): The car park area is marked in the accompanying Risk Management Plan. Shade and Shelter are at the Club House as is water, refreshments, and toilets. Water will be available on launch. Additional toilets will be situated at launch.
- g) Airfield details, size, wind directions, facilities, etc.: The 110 acres, all wind directions, see facilities above. See accompanying Risk Management plan for more details.



Primary Launch Site

We are also considering a secondary launch site, the Dunnellon airfield (site image provided below), for windy east or west days. It is included in the Risk Management Plan. We have used it previously, in competition, for both launching and landing. Additional references are provided in the following links:

<http://www.airnav.com/airport/X35>

https://en.wikipedia.org/wiki/Dunnellon/Marion_County_Airport

http://military.wikia.com/wiki/Dunnellon_Army_Air_Field



Dunnellon Airfield

14. Distance/access to launch site(s)

Access to the primary launch site is via Groveland Airport Road, a paved road. Wilotree Park, Sheets Field (Quest Air Soaring Center) is approximately two miles south of Groveland, Florida, on highway 33. It is a left turn at a busy bend in the road. The headquarters is the club house onsite.

The nearest international airport is Orlando. Wilotree Park, Sheets Field (Quest Air Soaring Center) is one hour driving time from Orlando. Highways 528, Florida's turnpike, and FL-50 provide the most direct route to the airfield from the airport. This route is about 42 miles. The secondary launch site, Dunnellon Airfield, is 59 miles to the northwest of Wilotree Park.

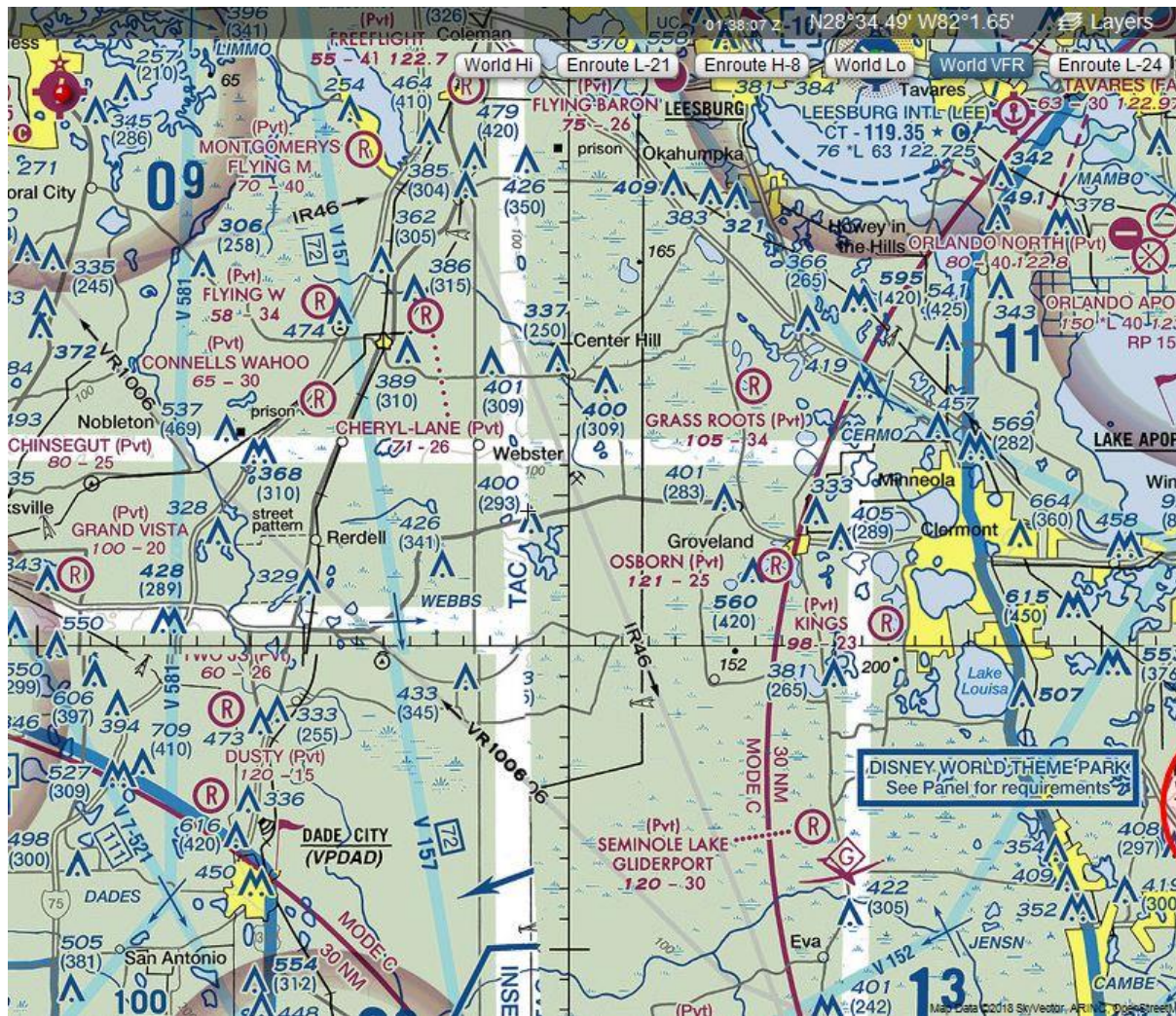
Transport arrangements to the sites will primarily be incumbent on the participant teams and attendees. The Meet Director will have a social media site (What's App) established to facilitate coordination among pilots for transport. We have successfully used this in the past.

15. Task flying area (See the accompanying Risk Management Plan for additional detail):

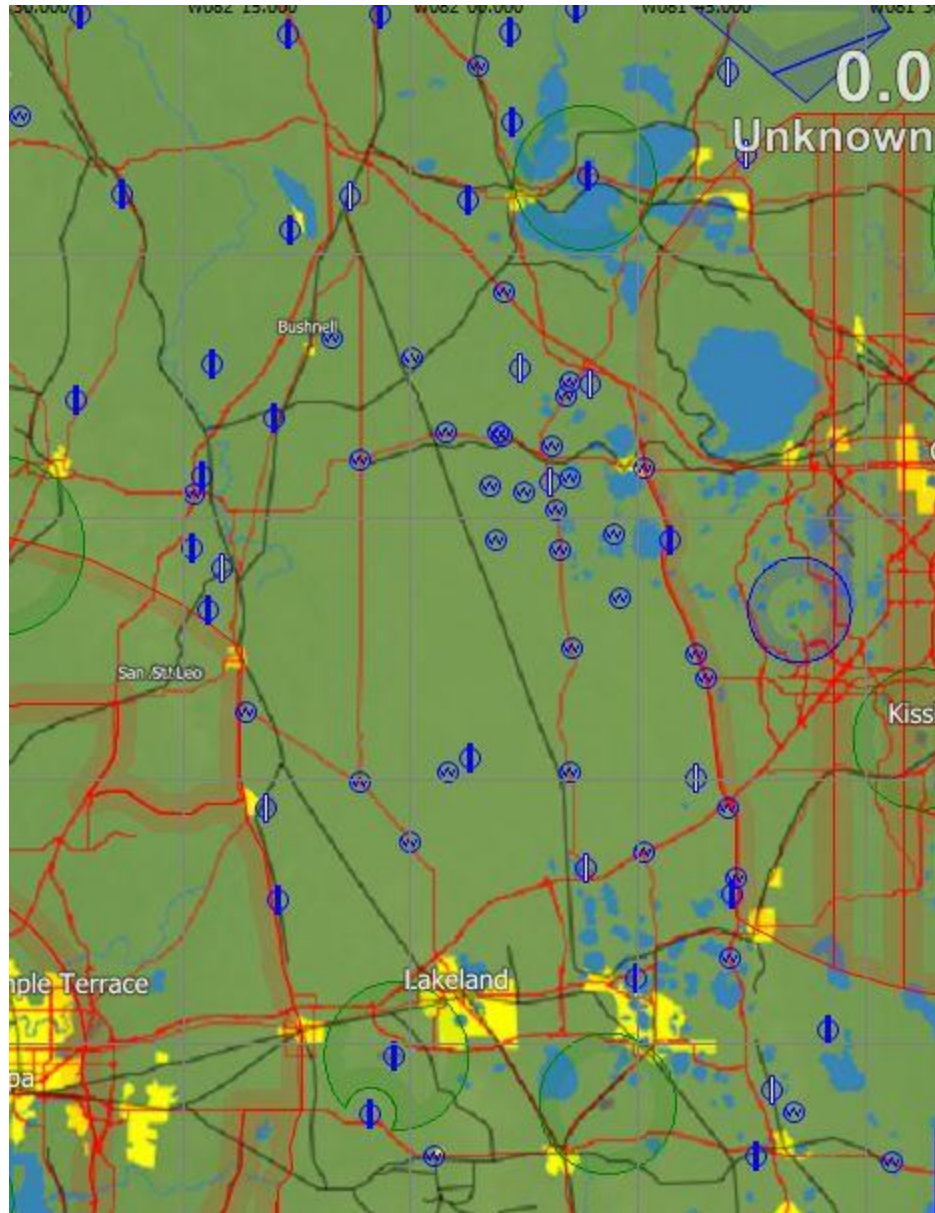
- a) Type and suitability of terrain: Open flat pasture lands.

- b) Unlandable and built up areas difficult to avoid: trees around the airport (see above hazards), swamps, forests, suburban areas. None are difficult to avoid.
- c) Suitable goal landing fields and height AMSL: All at about 125'. List of goal fields- See accompanying Risk Management Plan. Thousands of open landing fields throughout central Florida.
- d) Suitable 'bomb-out': Wilotree Park.
- e) Local road quality for retrieves, road traffic problems. Open paved roads in all directions.
- f) Any prohibited flying or landing areas: The few prohibited landing fields will be marked on local maps.
- g) Include a map or a link to an online map showing airspace, turnpoints, major features, typical tasks:
 - See typical sport class tasks here: : https://airtribune.com/2018-green-swamp-sport-klassic/info/details_info, https://airtribune.com/2017-green-swamp-sport-klassic/info/details_info, https://airtribune.com/gssk2016/info/details_info, under the results tab.
 - See typical open class tasks here: <https://airtribune.com/2015-quest-air-open-national-championships/results>, <https://airtribune.com/qao2016/results>, <https://airtribune.com/2017-quest-air-open-and-reopen/results>, <https://airtribune.com/2018-quest-air-national-series/results>
 - Airspace: <https://skyvector.com/>

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- Turnpoints:



Turnpoints (See enclosed QuestAir2018waypoints.pdf file)

16. Airspace:

There are no airspace restrictions at launch. We don't cross any frontiers, we do not go into restricted airspaces (see airspaces above).

17. Weather:

Launch from noon onward. Cumulus filled skies or blue days. Light winds 15-20 mph southeast, 10 – 15 mph in other directions. See accompanying Risk Management Plan for specific wind speeds at each direction.

18. Meteorology:

The weather forecast will be posted on the bulletin board each day and sent to all pilots through What's App. There will be a weather summary at the pilot briefing. We use XCSkies, with RAP and NAM, to support free-flight specific forecasting. Links to additional forecasting tools are provided below.

<https://forecast.weather.gov/MapClick.php?lat=28.5593&lon=-81.8553#.W1KUcbgna60>

<http://www.intellicast.com/National/Surface/Mixed.aspx?enlarge=true>

<http://www.intellicast.com/National/ForecastTomorrow.aspx>

<http://weather.unisys.com/current-weather?source=2&image=rad&inv=0®ion=se&t=cur&plot=133>

<http://weather.unisys.com/current-weather?source=1&image=rad&inv=0®ion=se&t=cur&plot=109>

<https://www.xcskies.com/map>

19. Transport

The Retrieval Goddesses service will help pilots arrange for retrieval. There is no need for transport to the primary launch. When weather conditions require use of the secondary launch, retrieval vehicles will transport their respective teams to the launch site. See section 14 for additional details.

20. Safety issues

Strong west winds can provide for difficult launching. We are very unlikely to launch in such conditions and would consider using the secondary launch site. Task setting considers the prevailing meteorological conditions including the wind on the ground and aloft, buoyancy to shear ratios, stable or unstable atmospheric conditions, etc.

Strong aerotow skills are required with any wind conditions at Wilotree Park. Pilots need to have been trained in proper launch techniques such as not stalling a glider on the cart. Pilots must meet the requirements of minimum hang 3 rating; as well as aerotow (AT), turbulence (TURB) and cross country (XC) sign off. Aerotow rating or evidence of extensive aerotowing experience must be provided. USHPA membership is required (temporary 30-day memberships will be available at minimal cost on site).

See the Risk Management Plan for more details.

There have been previous accidents during competitions at Wilotree Park. There have been six fatalities over the past 20 years during the time that Quest Air has operated a hang-gliding flight park at Wilotree Park / Sheets Field. Three of the fatalities happened just before or during competitions. Summaries of all reported accidents at the site are provided below:

- A decade ago, a tug pilot was killed when the wings of his Dragonfly were not properly attached after it was transported to the site. Procedures (see below) are in place so that this doesn't happen again.
- About a decade ago, there was a second death due to a pilot not landing in the designated area attempting to get back into the tow line. We now provide quick access back to the tow area from the designated landing area by cart and vehicle tow.
- The third death occurred when a pilot just off the cart attempted to adjust his vario and got distracted from flying the glider. See link below.
- An injury (broken arm) occurred in which a sport class pilot chose not to land in the designated area but in a field to the south when he felt that he would not make it back. He hit a bird and crashed into the ground.
- A tug pilot lost power on the north/south runway heading south, did not release the hang glider pilot as required and bounced hard requiring extensive repairs to the Dragonfly. This was not during competition.
- A few years ago, a pilot was hurt (broken pelvis) during competition, hitting trees at a field 40 kilometers to the northwest of Wilotree Park.
- In March 2018 a sport pilot landed in the trees north of the field not sufficiently paying attention to the south wind.
- In March 2018, a sport pilot landed at the far south end of the field not paying attention to rotor from the south trees and broke his arm.
- A women pilot stalled her glider in the cart during the 2018 Quest Air Nationals and broke her wrist.
- Links to recent accidents:

<http://ozreport.com/Ozv20n102.shtml#2>

<https://ozreport.com/Ozv22n64.shtml#1>

<https://ozreport.com/Ozv22n66.shtml#4>

<https://ozreport.com/Ozv22n67.shtml#2>

21. Rescue Medical Services

The fire department is two miles away with an average response time of five to ten minutes

from notification (911). We will have a dedicated medical staff with direct radio communications to local responders and to support pilots as necessary. Additionally, any emergency call originating from the primary launch generates life-flight helicopter response to transfer pilots to Orlando Level 1 Trauma Centers.

For ambulatory (e.g. broken arm, etc.) pilots may refuse to accept ambulance or helicopter transport. In those circumstances, we will have a member of the crew provide transport to the emergency room at the Clermont hospital.

The Safety Director determines what action needs to be taken and is responsible for 911 notifications at the Wilotree Park.

For situations requiring helicopter transport, the cost may be up to \$60,000. Pilots may obtain specific medical evacuation insurance. A link for medical evacuation insurance is provided below.

<https://www.airmedcarenetwork.com/>

22. Safety Management Plan (See accompanying Risk Management Plan for additional detail):

- a) Advise Regional ATC Centre and also local ATC organization: The Meet Director or their designee will notify the local hospital, South Lake Hospital, and the Orlando Regional Trauma Center.
- b) Raise NOTAM: The Meet Organizer or their designee will send out NOTAMS daily (see accompanying form in Risk Management Plan).
- c) Insurance to cover liability, rescue charges, etc.: Pilots will have to have the USHPA liability insurance. They must provide their own rescue insurance if they wish to have it. See link above.
- d) Advise local police: The Groveland police will be notified of the competition by the Meet Director or their designee.
- e) Advise local ambulance, hospital and other medical services: The local fire department, emergency medical services, and Clermont hospital will be advised by the Meet Director or their designee.
- f) Arrange medical doctor to cover the event also to cover any post-mortem examination and inquest: We will ask emergency services how to compile such a list.
- g) Arrange site facilities, including a control room and incident room: The Quest Air Soaring Center office will provide these services.
- h) Appoint officials: Event Director and Deputy Director, Event Safety Officer, and Public Relations Officer. Key personnel appointments are listed in section 8. We will appoint additional officers more than 90 days before the start of the competition.
- i) Investigate laws, rules and procedures that apply at the event site or sites, for accidents, injuries, fatalities and air accidents: See the accompanying Risk Management Plan.

- j) Make plans for dealing with accidents and incidents: release of names, control actions, incident log, official statements after the event, immediate actions, follow-up actions, dealing with press and media, witnesses, details of injured or deceased, National accident investigation procedures, continuance of event, facilities for victim's team, report to FAI; Injury, illness or death of participants or spectators: The Organizer will appoint a person to collect this data. See the accompanying Risk Management Plan.

23. Transmissions:

We use 2-meter radios. We have assigned frequencies to choose from. Pilots should be licensed to use them legally. Cell coverage is available everywhere in Florida. AT&T and Verizon provide good coverage. See links below for additional details.

We will use social media tools (What's App) to support communications on the ground.

<https://www.att.com/maps/wireless-coverage.html>

You can pick up a smart phone for \$9.99 with the SIM card already in it: [Cricket Wireless Authorized Retailer 620 E Highway 50 Clermont, FL 34711 \(352\) 988-6525](#)

Walmart sim cards: https://www.walmart.com/browse/cell-phones/sim-cards/1105910_1072335_1097404

Best Buy sim cards: <https://www.bestbuy.com/site/mobile-phone-accessories/sim-cards/pcmcat265100050014.c?id=pcmcat265100050014>

<https://products.bestreviews.com/best-sim-cards>

<https://www.h2owirelessnow.com/mainControl.php?page=index>

<https://www.h2owirelessnow.com/mainControl.php?page=planMin>

https://www.amazon.com/H2O-Wireless-G-D63750TRIPLESIMLTE-3-in-1/dp/B013OUS19E/ref=sr_1_2?ie=UTF8&qid=1532221702&sr=8-2&keywords=simcard+h2O

<https://www.freedompop.com/>

24. Liaison with police, military, public services

The local police are very familiar with Wilotree Park and the Quest Air Soaring Center. Police and fires services are within 2 miles of Wilotree Park. We also call on the Lake County Sheriff's office through 911. See section 22 for additional information.

25. Insurance:

USHPA membership is required to be in the competition and 30-day memberships will be available at nominal cost. This provides the pilots with liability insurance. The meet organizers, land owners, aerotow operations, and land owners of designated land areas are covered by USHPA liability insurance.

All participants including assistants, drivers, launch helpers, etc. and CIVL officials will be covered by USHPA liability insurance (they must all sign the appropriate waivers).

26. Event Headquarters:

A two story building that includes rooms for lodging, two offices, and clubhouse will be the location of the main operational headquarters for the competition. Briefings will take place outside of the main headquarters building under a tent. Registration and equipment checks will take place outside in the same general area.

AV equipment will comprise flat screen TV display linked to a computer. This will be used to display weather and tasks. Additional office equipment will be available in the Quest Air business office.

Cell phone will be the primary means of communications. Wi-Fi internet access is available for Officials and pilots.

27. Local facilities:

The town of Groveland is a mile and a half from Wilotree Park. The town of Clermont is 7 miles from Wilotree Park and Orlando is 36 miles from Wilotree Park. The local town, Groveland, boasts a large grocery store (Publix) and several eateries. Claremont has additional shopping and eateries. Orlando is one of the busiest tourist areas in the country.

Tent and trailer (caravan) camping are available at Wilotree park. Additionally, a few rooms are available onsite for approximately \$50 a day. Hotels and motels are available in Claremont within 10 miles of the site. Additional lodging is available in Orlando. A link to several local accommodations are provided below:

<https://ozreport.com/accommodationsquest.php>.

Wilotree Park reservations:

<https://reserve2.resnexus.com/resnexus/reservations/lodging/30B68835-D7E8-49BD-A5D9-FC403828550E?page=2>

It is also possible (and easy) to rent homes locally for a week or two to a month.

The organizers will work with Visit Lake County (<https://visitlakefl.com/Stay>) to make sure that pilots have lots of places to stay. We recommend that teams rent nearby villas.

Car hire is found in Clermont or at the Orlando airport. There are car repair shops in Groveland.

28. Competition website:

See the web sites listed above in the preceding sections. We have the web sites up in November before the competitions in March and April (and August).

29. Visas, Vaccinations:

- a) Will any FAI member be refused entry to the country: We assume people traveling from countries that are part of the recent travel ban will be denied visas. Details of visas required for visitors from FAI member nations is provided in the link below. There are no VISA requirements for countries with reciprocity.

https://en.wikipedia.org/wiki/Visa_requirements_for_European_Union_citizens

- b) Details of any vaccinations recommended for competitors (or provide web addresses for information). None required.

30. Early arrivals:

Wilotree Park and the Quest Air Soaring Center operate 365 days yearly. Pilots and their families are always welcome. The Meet Organizer and Meet Director reside there in the winter and Spring. Launch is open every day that it is flyable.

The Quest Air Soaring Center will provide a week long aerotowing clinic the week before the competitions. There will be hands on training in the proper techniques for launching off the cart and staying on line behind the Dragonfly.

Also, if Mitch Shipley is available, we will have him put on a five day landing clinic before the competitions.

31. Customs and equipment importation:

Pilots may travel with their gliders into Orlando on airlines that allow hang gliders as excess baggage. Pilots can arrange through their respective customs broker to have gliders shipped through Orlando to Wilotree Park.

32. Medals, etc.:

Medal and trophies will be provided for to the top three placing individual pilots and top three national teams.

33. Media coverage, merchandising:

We plan to promote the event through press releases to the local media. There will be on-line Live Tracking. Spectators will be accommodated, although they must all sign waivers. There will be ample opportunities for video and filming.

34. Sponsorship

We expect some local sponsorship and the sponsors that you find on the web site listed above. The Meet Organizer will coordinate with CIVL for additional sponsors, if required.

35. Finance:

We expect that pilot entry, park, and aerotow fees will finance about 95% of the costs. The budget is attached.

We have indicated in the budget that we could receive \$5,000 from Visit Lake County in exchange for 250 person-days spent in local accommodations. We will work closely with Visit Lake County on the procedures to make certain that we are eligible to receive that grant from them (after the reporting is concluded). Visit Lake County provides grants to event organizers at the rate of \$1000 per 50-person days with a limit of \$40,000. Because we believe many pilots will be camping we are being very conservative about what level of grant we could expect.

We will begin the process of engaging a major sponsor for the Worlds. We do not have experience in obtaining a major sponsor at the \$100,000 - \$130,000 level previously. We will use our local contacts (see letters of support) and the Oz Report as well as other communication means to ask for help in obtaining this level of sponsorship.

World Championships are much more expensive to run than our National Championships, first because they are 10 days of flying instead of seven and this requires more tug pilot and tug expenses (\$550 Vs \$350/pilot), because we bring in CIVL personnel and accommodate them, and because we rely more heavily on our personnel over a longer period. We have many volunteers, but we need to support them.

We are concerned that the high fees that we must charge to make this competition viable will discourage pilots from coming and that could make it not viable at all. It could also be a deterrent at CIVL for sanctioning the competition, not wishing to burden pilots with such expenses when there may be cheaper alternatives. We can only hope that our efforts for finding major sponsorship are successful.

36. Any additional information in support of the bid:

We have included the Risk Management Plan and the list of waypoints in addition to the budget.

2020 World Hang Gliding Championships

Name: Belinda Boulter and Davis Straub

Position in Organization: Organizers

Date: 8/31/2018

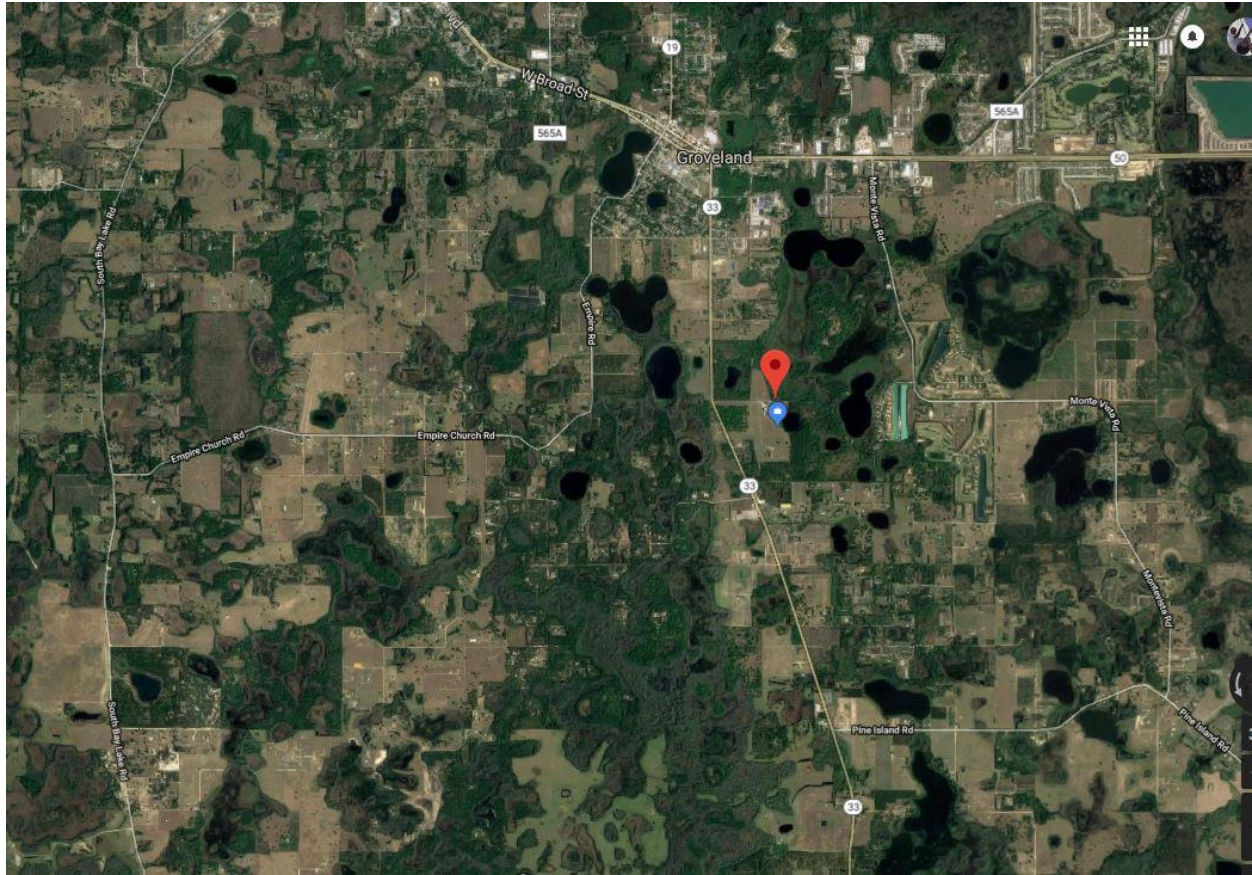
Signed:

Annex B -Support Documentation

1. And 2. The letter from the NAC and the delegated entity accompanies this bid.
3. We have also included a letter of support from the Visit Lake County and a letter from the Mayor of Groveland, the nearest town.
4. Map of the area.

<https://www.google.com/maps/place/Groveland+Airport+Rd,+Groveland,+FL+34736/@28.5393618,-81.859167,6487m/data=!3m1!1e3!4m5!3m4!1s0x88e78cbd767f90d7:0x56ceb123c2079fc3!8m2!3d28.5362106!4d-81.8449374>

2020 World Hang Gliding Championships



Annex C -Budget

See accompanying budget spreadsheet.

We have also included are income and expense spread sheet for the 2018 Quest Air Nationals.

Annex D. Wilotree Park

In 2017 three hang glider pilots purchased Sheets airfield from Frank and May Minifree so that it could continue to be a hang gliding flight park. The day after they purchased the property for over \$1 million they were offered \$600,000 more than what they paid for it and turned down the offer because they wanted the park to continue as it has been, set aside for hang gliding and similar activities.

Since the purchase the partners have put substantial time, work, and money into the needed improvements to make what is now called Wilotree Park an economically viable entity. The Quest Air Soaring Center is still located here at the park and operates as a separate business paying rent to the new land owners.

The partners have put in septic tanks, constructed shower and toilet facility, redone the interior of the club house putting in new separate rentable rooms, moved the pole barn where tugs and tandem gliders are stored, and added ten new picnic tables. In addition, they have cleaned up the debris from the hurricane in 2017.

They are working hard to improve the facilities for 2019 and 2020. More work is taking place in the club house. Additional RV spots are planned. A new water system using a deeper well. A new covered area where the volleyball court was. A new swimming pool. The old swimming pool area decked over. Among many other projects.

**Annexe B - 2020 Women, Sport, Class 2 and Class 5 Championship
Proposed Budget**

PROJECTED EXPENDITURE							
Items	Dollars 80 pilots	Euros @ .88	Dollars 100 pilots	Euros @ .88	Dollars 120 pilots	Euros @ .88	Notes
PREPARATION (over 2 years)							
Setting up & maintaining website	380	334 €	380	334 €	380	334 €	Airtribune + Oz Report web site (small portion)
Smartwaivers	30	26 €	30	26 €	30	26 €	\$15/month for on-line waivers, 6 months, shared w/ 2 other events
Administraton (meet organizers)	2 000	1 760 €	2 000	1 760 €	2000	1 760 €	Risk management plan, other planning & preparation
Artwork and logo for media, t-shirts	500	440 €	500	440 €	500	440 €	
subtotal	2 910	2 561 €	2 910	2 561 €	2 910	2 561 €	
FAI OFFICIALS							
FAI Officials (5): Travel	2 600	2 288 €	2 600	2 288 €	2 600	2 288 €	1 airfare from Milan, 2 local within Florida, 2 unknown @\$800
FAI Officials (5): Accommodation	2 000	1 760 €	2 000	1 760 €	2 000	1 760 €	15 nights, Mitch at home, 4 others share a house at Swiss Ski School
FAI Officials (5): Car rental	850	748 €	850	748 €	850	748 €	1 car @ \$750 (Mitch and Jamie personal cars \$50 ea
FAI Officials (5): meals, daily allowance	3 750	3 300 €	3 750	3 300 €	3 750	3 300 €	\$40/day each food;\$10/day/park fee
subtotal	9 200	8 096 €	9 200	8 096 €	9 200	8 096 €	\$1000+\$500+15*\$40+15*\$10 =\$2250 of this figures goes to Live trackers
COMPETITION							
USHPA sanctioning fee	100	88 €	100	88 €	100	88 €	
USHPA insurance	250	220 €	250	220 €	250	220 €	
USHPA towing insurance 10 days, 10 tugs	500	440 €	500	440 €	500	440 €	
CIVL sanctioning fee	525	462 €	525	462 €	525	462 €	
Wlotree Park fee @\$175/pilot	14 000	12 320 €	17 500	15 400 €	21 000	18 480 €	Collected separately at check-in
Tow fees @ \$550	44 000	38 720 €	55 000	48 400 €	66 000	58 080 €	Collected separately at check-in
SeeYou 1/2 of annual subscription	61	49 €	58	49 €	58	49 €	
FlyMaster Server Fee (@ 2 Euros per tracker)	181	160 €	226	200 €	271	240 €	
flags, cones, signs, etc. for launch	200	176 €	200	176 €	200	176 €	
							Foam core mount for sectionals we have; large banner with flying area and waypoints for
Airspace & turnpoint maps	200	176 €	200	176 €	200	176 €	HQ; state roadmaps for team leaders
Tshirts	1 600	1 408 €	2 000	1 760 €	2 400	2 112 €	
Name badges	40	35 €	50	44 €	70	62 €	
Day prizes from sponsors	1 750	1 540 €	1 750	1 540 €	1 750	1 540 €	USHPA, Flytec USA, Moyes, Wills Wing, Icaro
Trophies	375	330 €	375	330 €	375	330 €	Five classes, three places
Water & ice on launch	200	176 €	200	176 €	200	176 €	
Contingency	200	176 €	200	176 €	200	176 €	Printing, supplies
subtotal	64 182	56 476 €	79 134	69 637 €	94 099	82 807 €	
PERSONNEL							
Meet Director	1 000	880 €	1 000	880 €	1000	880 €	
Deputy Meet Directors	1 000	880 €	1 000	880 €	1 000	880 €	
Safety Direcør	500	440 €	500	440 €	500	440 €	
Launch Directors	1 000	880 €	1 000	880 €	1 000	880 €	
Launch Crew	2 400	2 112 €	2 400	2 112 €	2 400	2 112 €	
Weather forecaster	500	440 €	500	440 €	500	440 €	
Scorekeeper	500	440 €	500	440 €	500	440 €	
T-shirts, welcome and prizegiving food for staff and volunteers	1 760	1 549 €	1 760	1 549 €	1760	1 549 €	40 people based on 2018
subtotal	8 660	7 621 €	8 660	7 621 €	8 660	7 621 €	
CEREMONIES & SOCIAL EVENTS							
National flags, poles	100	88 €	100	88 €	100	88 €	We have many flags and poles from 2018. May need additional countries.
Awards Podium	500	440 €	500	440 €	500	440 €	Just a guess of what it would cost to make
Opening Ceremony buffet, beer, music	3 560	3 133 €	4 860	4 277 €	5 660	4 981 €	Two kegs of decent beer. Accoustic music would be nice
Prizegiving brunch, music	3 000	2 640 €	3 500	3 080 €	4 100	3 608 €	Accoustic music would be nice
Other social events (bbq, live music evening etc)	500	440 €	1 000	880 €	2 000	1 760 €	maybe a karaoke night, taco night
Beer, wine for clubhouse	1 500	1 320 €	2 000	1 760 €	2 000	1 760 €	
subtotal	9 160	8 061 €	11 960	10 525 €	14 360	12 637 €	

MEDIA & PROMOTION

PR Officer/blogger	500	440 €	500	440 €	500	440 €
Official photographer	500	440 €	500	440 €	500	440 €
subtotal	1 000	880 €	1 000	880 €	1 000	880 €

Expenses Total	95 112	83 695 €	112 864	99 319 €	130 229	114 601 €
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PROJECTED INCOME

Items	Euros @ .88	Dollars 100 pilots	Euros @ .88	Dollars 120 pilots	Euros @ .88	Notes
Pilot Entry Fees @\$350	28 000	24 640 €	35 000	30 800 €	42 000	36 960 € Includes: event T-Shirt, medical emergency service, food for opening ceremony, brunch at prize-giving, ID card with contact information, weaklinks
Team Leader Fees @\$250	1 500	1 320 €	2 000	1 760 €	2 000	1 760 € Assumes 12 countries, half with pilot leaders (team leaders who are also pilots in the competition will pay only the pilot entry fee.
Wilotree Park fee @\$175/pilot	14 000	12 320 €	17 500	15 400 €	21 000	18 480 € Collected separately at check-in
Tow fees @ \$550	44 000	38 720 €	55 000	48 400 €	66 000	58 080 € Collected separately at check-in
Grant from Visit Lake County	5 000	4 400 €	5 000	4 400 €	5 000	4 400 € assumes minimum 250 room nights
Flytec Sponsorship (tee-shirts)	360	317 €	450	396 €	540	475 € 50% of pilot shirts @ \$9
t-shirt sales, @ \$20 ea	500	440 €	600	528 €	600	528 €
Day prizes from sponsors	1 750	1 540 €	1 750	1 540 €	1 750	1 540 € USHPA, Flytec USA, Moyes, Wills Wing, Icaro
Income Total	95 110	83 697 €	117 300	103 224 €	138 890	122 223 €
Net	-2	2 €	4 436	3 905 €	8 661	7 622 €

(1) We expect the net to be close to zero as we will increase personnel remuneration with increased pilot numbers.

(2) The grant from Visit Lake County is \$1000 per 50 room nights. If more pilots/person stay in hotels the grant will increase.



CITY OF GROVELAND
156 S. LAKE AVENUE
GROVELAND, FL 34736

PHONE 352-429-2141
FAX 352-429-3852

"The City with a future, watch us grow!"

FAI - Fédération Aéronautique Internationale
Maison du Sport International
Av. de Rhodanie 54
CH-1007 - Lausanne
Switzerland

August 23, 2018

Dear Federation Officials:

On behalf of the City of Groveland, I want to lend our support to the application for the 2nd FAI Sport Class, 14th FAI Women's, 9th FAI Class 5 and 21st FAI Class 2 World Hang Gliding Championships submitted by Belinda Boulter and Davis Straub with Quest Air Soaring Center in Groveland.

Your competitors, judges and fans will find a welcoming, diverse community that is set in the scenic countryside of south Lake County, just minutes away from the world's most popular theme parks, including Walt Disney World, Universal Studios and Legoland.

Hang gliders are a familiar and admired sight in our city, and we would be proud to be the host city for your world championships. I can assure you that the City of Groveland would be happy to participate however is appropriate, including providing our city leaders at any welcome or closing ceremonies.

The Groveland area is known for being a destination for world-class sports, such as the World Wakeboard Center, and our city has been home to several airports, including Quest, for many decades.

For your competitors and their families, there are many different kinds of accommodations nearby, including Swiss Fairways, which provides short-stay villas at a golf course, one of many in our area.

We strongly encourage you to consider Quest Air Soaring Center for your 2020 world championships.

Sincerely,

Dina Sweatt
Mayor



A 501 (C) (3) Corporation

FAI - Fédération Aéronautique Internationale
Maison du Sport International
Av. de Rhodanie 54
CH-1007 - Lausanne
Switzerland

RE: NAC Authorization:
2nd FAI Sport Class, and 14th FAI Women's, and 8th FAI Class 5 World Hang Gliding Championships
Dates (proposed): Sunday, April 19th, 2020 to Friday May 1st, 2020
Location (proposed): Wiltree Park, 6548 Groveland Airport Road Groveland, Florida, USA

Dear Sirs,

The United States Hang Gliding & Paragliding Association (USHPA), authorized delegated entity of the National Aeronautic Association (NAA), hereby authorizes and supports the initiative of Belinda Boulter & Davis Straub to present a bid to organize the above competition. Belinda, Davis and their team have extensive experience in organizing national-class competitions here in the United States and we have confidence their ability to organize and manage this type of world-class event. As such, we approve and support this initiative.

Respectfully,

Martin Palmaz
USHPA Executive Director
executivedirector@ushpa.org

Greg Principato
President, National Aeronautic Association
GPrincipato@naa.aero

PO Box 1330
Colorado Springs, CO 80901-1330

Tel: 800-616-6888 / 719-632-8300

Fax: 719-632-6417

www.ushpa.aero



Selection Committee
CIVL Bureau
Commission Internationale de Vol Libre
Federation Aeronautique Internationale

Office of Visit Lake

20763 U.S. Highway 27
Groveland, FL 34736

P 352-742-3918
F 352-801-7498

Board of County Commissioners
www.visitlakefl.com

On behalf of the Office of Visit Lake, Lake County, Florida's Tourism Office, it is my pleasure to endorse Davis Straub and Belinda Boulter and their bid to host the 2020 FAI Hang Gliding World Championship (Women, Sport Class, Class 2, Class 5) at Wilotree Park in Groveland, Florida, USA.

Lake County has been a proud host of a multitude of championship events for many years. USA Canoe Kayak, USA Synchronized Swimming, the National Collegiate Athletic Association, the National Association of Intercollegiate Athletics, and the American Volleyball Coaches Association are some of the national (USA) organizations who have selected Lake County and our cities as the location for their national championship events. Our community is more than capable to host your prestigious event and we will be honored to welcome the officials, competitors and their families to our destination.

The proposed site in Groveland, Florida is ideal for an international event such as this due to the transportation, accommodation and attraction options for visiting athletes and their families. Groveland is located near Orlando, Florida, making Orlando International Airport the closest and most convenient airport for visitors to book their air travel to. The area also has a number of accommodation options including hotels, vacation home rental communities and more providing "Real Florida" hospitality. Finally, our location provides athletes and their families the opportunity to experience some of the world's most popular tourism destinations like Walt Disney World Resort and Universal Orlando Resort, as well as "Real Florida" attractions such as nature parks, hiking and more.

I greatly appreciate your consideration of Davis Straub, Belinda Boulter and Lake County as the host of the 2020 FAI Hang Gliding World Championship (Women, Sport Class, Class 2, Class 5). If you have any questions, please do not hesitate to contact me.

Sincerely,

Kathy Pagan
Associate Director, Visit Lake
Agency of Economic Prosperity

Timothy I. Sullivan
District 1

Sean M. Parks, AICP, QEP
District 2

Wendy R. Breeden
District 3

Leslie Campione
District 4

Josh Blake
District 5

Waypoint List

Name	Latitude/Longitude	Elev.
ANICIN	N29°43.764' W083°21.208'	120ft
AVONPK	N27°35.514' W081°31.612'	120ft
Barnwell	N33°14.448' W081°21.000'	233ft
BARON	N28°48.085' W081°56.144'	120ft
BAYLK	N28°28.681' W081°54.417'	120ft
BCYPRS	N27°41.639' W080°48.008'	120ft
BLCKWT	N28°08.218' W082°08.788'	120ft
BOBLEE	N29°06.279' W081°18.807'	120ft
BOK	N27°56.108' W081°34.672'	120ft
BUZS	N29°16.750' W082°30.000'	120ft
CENTER	N28°39.143' W081°59.941'	120ft
CHERYL	N28°40.286' W082°05.231'	120ft
CHIEF	N29°23.697' W082°52.187'	120ft
CHIN	N28°36.700' W082°22.072'	120ft
CIRCLP	N30°06.200' W083°27.017'	120ft
Claxton	N32°09.744' W081°54.102'	167ft
CLNTON	N28°18.970' W082°10.900'	120ft
COLMAN	N28°48.318' W082°04.036'	120ft
CROSS	N29°38.096' W083°06.323'	120ft
CROW	N27°37.269' W081°36.638'	120ft
CRYSTL	N28°52.067' W082°34.442'	120ft
DALLAS	N28°58.749' W082°01.989'	120ft
DARRAH	N29°46.697' W082°53.424'	120ft
DESOTO	N27°07.603' W081°48.155'	120ft
DIARIA	N28°24.783' W082°13.405'	120ft
DPSHIP	N29°59.514' W082°21.990'	120ft
DSROK	N28°15.550' W081°57.513'	120ft
DUNELL	N29°03.626' W082°22.539'	120ft
EARLE	N29°41.665' W081°30.821'	120ft
ELLSWR	N27°12.333' W081°46.633'	120ft
FAMISH	N28°16.350' W081°56.020'	120ft
FANTSY	N28°10.060' W081°48.444'	120ft
FIDDLE	N28°28.217' W082°14.439'	120ft
FLNFLY	N29°58.547' W082°54.441'	120ft
FLYC	N30°25.079' W083°17.025'	120ft
FLYG	N29°07.849' W082°07.155'	120ft
FLYH	N28°52.566' W081°53.338'	120ft
FLYR	N28°59.049' W081°49.021'	120ft
FLYT	N29°37.083' W082°30.517'	120ft
Folkston	N30°49.620' W082°00.372'	87ft
FORGIV	N27°18.236' W081°52.822'	120ft
FOXFED	N29°53.364' W082°47.924'	120ft
FRIDGE	N26°45.952' W081°13.747'	120ft
FTMEAD	N27°45.155' W081°43.640'	120ft
GAMBLE	N28°03.951' W080°54.137'	120ft
GATORS	N28°37.640' W081°48.168'	120ft
GILBRT	N28°03.778' W081°45.184'	120ft
GIRRAF	N27°09.753' W081°32.571'	120ft
Glenville	N31°55.866' W081°55.356'	191ft
GORE	N28°08.601' W081°38.821'	120ft
Grass Roots	N28°38.488' W081°52.838'	97ft
GREEN	N27°25.136' W081°49.955'	120ft
GREYST	N29°16.807' W082°07.479'	120ft
GROSS	N28°38.733' W082°13.139'	120ft
HAVEN	N29°29.098' W082°01.322'	120ft

Name	Latitude/Longitude	Elev.
HIACRS	N28°28.717' W081°42.871'	120ft
HIBISC	N27°37.943' W080°31.602'	120ft
HORSE	N29°42.915' W082°05.656'	120ft
IDLWLD	N29°17.348' W082°19.339'	120ft
INVRNS	N28°48.467' W082°19.094'	120ft
Jesup	N31°36.330' W081°52.848'	111ft
JOHNER	N29°00.217' W082°33.317'	120ft
KEYSTN	N29°50.658' W082°02.992'	120ft
KOKEE	N28°35.700' W082°08.988'	120ft
KTYHWK	N30°20.330' W083°08.658'	120ft
LACKY	N27°02.553' W082°02.622'	120ft
LADYLK	N28°55.713' W081°55.544'	120ft
LAKELD	N27°59.335' W082°01.113'	120ft
LAST	N27°01.303' W081°27.071'	120ft
LAZY	N29°52.114' W082°38.074'	120ft
LEEAST	N28°49.531' W081°48.261'	120ft
LEEFRM	N29°20.082' W082°10.006'	120ft
LEEWRD	N29°05.058' W082°01.925'	120ft
LHRINC	N29°33.815' W082°27.406'	120ft
LIMP	N26°56.870' W081°19.121'	120ft
Little Gator	N28°36.898' W081°49.792'	103ft
Liveoa	N30°18.036' W083°01.488'	108ft
LIVOAK	N28°25.429' W081°46.143'	120ft
LKCITY	N30°02.631' W082°36.240'	120ft
LOVE	N28°57.716' W081°53.488'	120ft
LYKES	N27°11.336' W081°05.221'	120ft
MASCOT	N28°34.686' W081°53.989'	120ft
MCDLL	N27°39.035' W081°20.971'	120ft
MCDON	N27°11.820' W081°54.938'	120ft
MCGIN	N29°01.565' W082°12.739'	120ft
MELROS	N29°40.015' W081°57.306'	120ft
MIDFLO	N28°50.778' W081°37.813'	120ft
MILL	N27°46.700' W080°55.317'	120ft
MOKHED	N27°27.333' W082°06.300'	120ft
MONROE	N29°01.132' W082°06.822'	120ft
MONTY	N27°04.458' W081°35.275'	120ft
Nacclenny	N30°17.100' W082°07.470'	127ft
Nahunta	N31°12.168' W081°58.620'	84ft
NEWBRY	N29°38.801' W082°36.408'	120ft
North Mascote	N28°34.936' W081°54.219'	165ft
OCALA	N29°09.311' W082°13.274'	120ft
OCALAE	N29°07.412' W081°53.207'	120ft
OKECHB	N27°15.749' W080°50.963'	120ft
PAIN	N29°22.515' W082°03.489'	120ft
PANOLK	N28°46.370' W082°07.984'	120ft
PERSON	N29°14.999' W081°27.554'	120ft
PLACID	N27°15.124' W081°24.809'	120ft
PRISON	N30°03.348' W082°10.340'	120ft
QUEST	N28°31.982' W081°50.800'	120ft
REYNOL	N29°58.348' W081°39.655'	120ft
RIVER	N27°19.519' W081°01.721'	120ft
ROK98	N28°11.548' W082°00.071'	120ft
ROOSTR	N27°03.070' W081°50.888'	120ft
RUDYS	N29°43.266' W082°39.350'	120ft
RVRNCH	N27°46.303' W081°11.573'	120ft

Waypoint List

Name	Latitude/Longitude	Elev.
S1	N28°32.224' W081°49.435'	120ft
S2	N28°37.710' W081°49.424'	120ft
S3	N28°28.131' W081°50.088'	120ft
S4	N28°31.819' W081°54.751'	120ft
S5	N28°34.096' W081°50.635'	120ft
S6	N28°30.448' W081°50.371'	120ft
S7	N28°31.515' W081°52.460'	120ft
SAVANA	N28°57.550' W082°08.050'	120ft
SAWMIL	N28°29.050' W081°46.564'	120ft
SHADY	N29°05.765' W082°10.739'	120ft
SHLCRK	N26°58.090' W081°54.972'	120ft
SIERRA	N28°52.933' W082°25.783'	120ft
SIMMON	N27°21.229' W081°24.709'	120ft
SLAKE	N27°56.001' W082°02.638'	120ft
SOUTHF	N27°36.235' W082°11.572'	120ft
SOUTHR	N28°00.850' W081°32.433'	120ft
St. George	N30°31.182' W082°01.878'	86ft
Statesboro	N32°26.274' W081°46.830'	226ft
SUNNY	N27°21.853' W081°29.071'	120ft
SUNSET	N28°32.383' W082°13.733'	120ft
SUZANE	N27°57.422' W081°36.097'	120ft
SWINDL	N30°02.900' W082°59.033'	120ft
Sylvannia	N32°44.412' W081°38.052'	250ft
T27192	N28°20.850' W081°40.550'	120ft
T27474	N28°22.217' W081°41.200'	120ft
T2750	N28°32.836' W081°44.600'	120ft
T27544	N28°04.850' W081°38.982'	120ft
T27547	N28°09.468' W081°38.500'	120ft
T27I4	N28°13.400' W081°39.039'	120ft
T33DS	N28°15.508' W081°49.500'	120ft
T47433	N28°22.584' W081°49.398'	120ft
T50469	N28°34.856' W081°57.645'	120ft
T50471	N28°33.309' W082°03.272'	120ft
T557I4	N28°10.940' W081°44.649'	120ft
T60	N27°53.280' W081°28.190'	120ft
T6037	N27°53.657' W081°58.469'	120ft
T7598	N28°31.397' W082°14.220'	120ft
T98471	N28°14.880' W082°03.380'	120ft
THUNDR	N29°28.332' W081°34.321'	120ft
TIGER	N27°53.018' W081°21.788'	120ft
TRAIL	N30°06.547' W083°11.325'	120ft
TURN33	N28°42.911' W081°53.802'	120ft
TWELVE	N28°58.682' W082°21.822'	120ft
TWOJAY	N28°27.116' W082°12.466'	120ft
UMATIL	N28°55.370' W081°39.112'	120ft
Venice Beach	N27°04.396' W082°27.054'	0ft
WACHUL	N27°30.832' W081°52.913'	120ft
WALABY	N28°15.179' W081°41.131'	120ft
WALES	N27°53.628' W081°37.223'	120ft
WELLBO	N30°14.730' W082°46.708'	120ft
WESTON	N29°40.097' W082°49.574'	120ft
WFARM	N30°10.597' W082°59.874'	120ft
WHITE	N29°30.764' W082°52.490'	120ft
WILLIS	N29°21.011' W082°27.886'	120ft
WINGS	N29°14.548' W082°32.723'	120ft

Name	Latitude/Longitude	Elev.
WWJDKB	N27°05.070' W081°19.721'	120ft
YEEHAW	N27°41.987' W080°54.255'	120ft
ZHILLS	N28°13.401' W082°09.514'	120ft
ZIMMRR	N28°59.840' W081°21.328'	120ft
ZRANCH	N30°02.064' W082°46.924'	120ft