

1. 1st Class 1 Pan-American Hang Gliding

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

3. Dates of the Competition: Sunday, August 2nd, 2020 to Friday, August 14th, 2020

4. Competition allowing the organizer to bid:

https://airtribune.com/2016-big-spring-nationals/info/details_info

https://airtribune.com/2018-big-spring-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) Official Training Days: Sunday, August 2nd and Monday, August 3rd
- b) Registration (check-in): 9AM – noon and 1 PM – 4 PM, Sunday, August 2nd
- c) Mandatory training task: Monday, August 3rd. 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.
- d) Mandatory Safety Briefing: Monday, August 3rd, 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.
- e) Opening ceremony: 7 PM, Monday, August 3rd, Comanche Trail Park Amphitheater
- f) Championship Flying Days: Tuesday, August 4th through Thursday, August 13th
- g) Closing Ceremony: 10 AM, Friday, August 14th

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 at this location. They enjoy an enviable reputation for transparent and safely managed hang glider competitions. The proposed Safety Director and Scorekeeper have supported multiple national level competitions in their assigned roles.

- a) Organization/Event Director: Belinda Boulter and Davis Straub.
- b) Meet Director: Belinda Boulter. Ms. Boulter will be assisted by a Deputy Meet Director, Katelyn Griffin.
- c) Safety Director: Russell Brown.
- d) Meteorologist: Davis Straub and/or Larry Bunner, both experienced weather forecasters for multiple hang-gliding competitions
- e) Launch Marshal: Spencer Kindt or Katelyn Griffin or TBD, experienced launch directors
- f) Scorer: Katelyn Griffin, first scorekeeping 2018 Big Spring Nationals
- g) Live Tracking Manager: TBD
- h) Goal Marshal: Katelyn Griffin or TBD (So far not much has been required of a goal marshal in our events.)

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: 125 pilots. The number is based on 16 years of experience at Big Spring and the 2007 Class 1 Worlds held at Big Spring.

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.

11. Entry and Aerotow Fee:

Entry fees (excluding aerotow fees) are \$550 per pilot and \$300 per team leader. Team leaders who are also pilots in the competition will pay only the pilot entry fee. Aerotow fees are set at \$650 per pilot (11 days). (This is a tentative number based on past competitions and may change. We expect to have this figure finalized in December 2018.) First practice day aerotow fee of \$35 for those choosing to fly on that day. 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
- Weather Briefing on Pilots' Phones
- Task Sent to Pilots' Phones
- Access to Professional Retrieval Coordinators (Retrieval Goddess's Retrieval Service)
- Hangar space for setup
- Free ice cream
- Free bottled water
- Use of an air-conditioned terminal/headquarters
- Port-a-potties
- Golf cart retrieval for landing near launch
- Lunch concession
- Pilot goody bags
- Help with finding accommodations

12. Test Event:

The 2019 Big Spring Nationals will be the test event. We have successfully held five national level competitions with international participation at this site and there has been a national-level or international-level hang gliding competition there since 2001. We enjoy outstanding local support in the community of Big Spring. The links below provides a view of some of the previous versions of this competition: https://airtribune.com/2018-big-spring-national-series/info/details_info, https://airtribune.com/2016-big-spring-nationals/info/details_info, https://airtribune.com/2015-big-spring-nationals/info/details_info)

- a) Proposed Date: Saturday, August 10th through Saturday, August 17th.
- b) Pilot qualification: Pilots must meet the have following minimum ratings; hang 3 rating; aerotow (AT), turbulence (TURB), and cross country (XC); and aerotow or evidence of extensive aerotowing experience. Pilots must have USHPA membership (temporary 30-day memberships will be available at minimal cost on site.
- c) Entry fee (not including aerotow fees): \$250 per pilot. \$450 aerotow fee per pilot. (This aerotow fee is a tentative number based on past competitions and may change. We

expect to have this figure finalized in December 2018.) There are no fees for team leaders or assistants.

d) What is included:

- Daily Prizes
- Event Tee-shirt
- Medical Emergency Service
- Food for Opening Meeting
- Dinner During Prize-giving Ceremony
- Prize Giving Ceremony
- Separate mobile sized web page with organizer contact information
- Weaklinks
- Flymaster Tracker
- Live Tracking
- On-line Turnpoint Coordinates
- Free Wi-Fi
- Weather Briefing on Pilots' Phones
- Task Sent to Pilots' Phones
- Access to Professional Retrieval Coordinators (Retrieval Goddess's Retrieval Service)
- Hangar space for setup
- Free ice cream
- Free bottled water
- Use of an air-conditioned terminal/headquarters
- Port-a-potties
- Golf cart retrieval for landing near launch
- Lunch concession
- Pilot goody bags
- Help with finding accommodations

13. Launch Site:

Big Spring McMahon-Wrinkle Airport, 32° 12.883'N, 101° 31.614' (see accompanying Risk Management Plan).

- a) Take-off direction(s): North, South, East, West. The south-face launch on the taxiway is used almost exclusively. Launch areas are designated in the accompanying Risk Management Plan.
- b) Height above valley: Airport elevation is 2573'.
- c) Configuration, surface, size of take-offs and rigging/preparation areas:
<http://www.airnav.com/airport/KBPG>, <http://pgccreative.temp-website.com/airport>

- d) The airport, which occupies approximately 2,200 acres of land, operates two runways: Runway 17/35, which measures 8,802 feet in length and 100 feet in width; and Runway 06/24, measuring 4,601 feet in length and 75 feet in width.
- e) Number of ramps: none
- f) Hazards (cables, pylons, trees, etc.): All physical obstacles are located far enough away from the runways and towing operations that no significant risks were identified that require mitigating actions. However, we will communicate these features to all pilots. The taxiways are removed from physical objects as follows:
 - Airport fence to the west of the taxi way.
 - Prairie dog holes east of the taxi way.
 - Main runway to the east of the taxiway
- g) 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 located at the Terminal Building as is water, refreshments, and toilets. There will be a shaded spectator stands at launch. Ice water will be available on launch. Additional toilets will be situated at launch.
- h) Airfield details, size, wind directions, facilities, etc.: See above. See accompanying Risk Management plan for more details.

14. Distance/access to launch site(s):

The nearest international airport is Midland-Odessa (MAF). It is approximately one-hour drive from the international airport to the Big Spring McMahon-Wrinkle Airport at 3200 Rickabaugh Drive, W. Big Spring, Texas 79720. Rental cars are available at MAF.

Transport arrangements to the site will primarily be incumbent on the officials, 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:

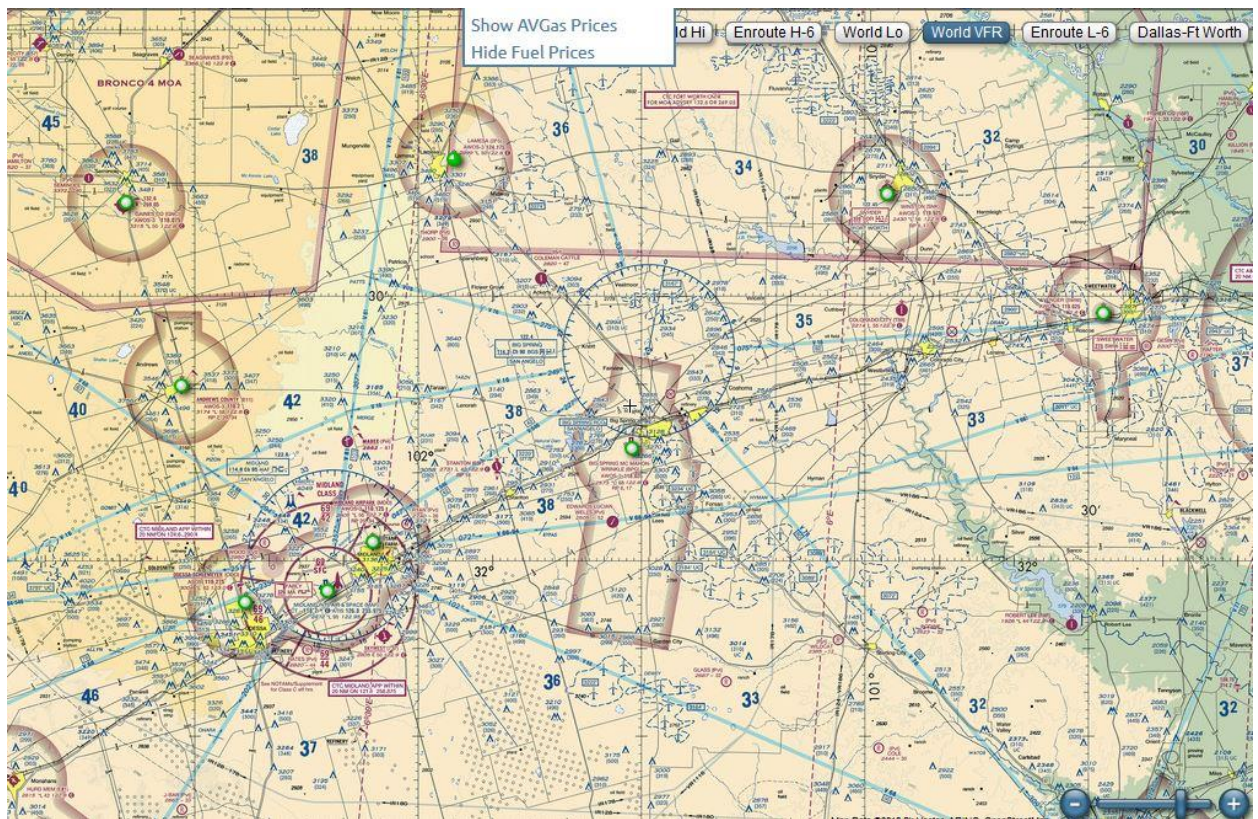
See more details in the accompanying Risk Management Plan

- a) Type and suitability of terrain: Open flat pasture and cultivated farm lands.
- b) Unlandable and built up areas difficult to avoid: None are difficult to avoid. Nearby infrastructure includes prisons and the town of Big Spring.
- c) Suitable goal landing fields and height AMSL: All at about 2,500'. See the accompanying Risk Management Plan for a list of goal fields. There are thousands of open landing fields throughout the Texas panhandle.
- d) Suitable 'bomb-out': the airport

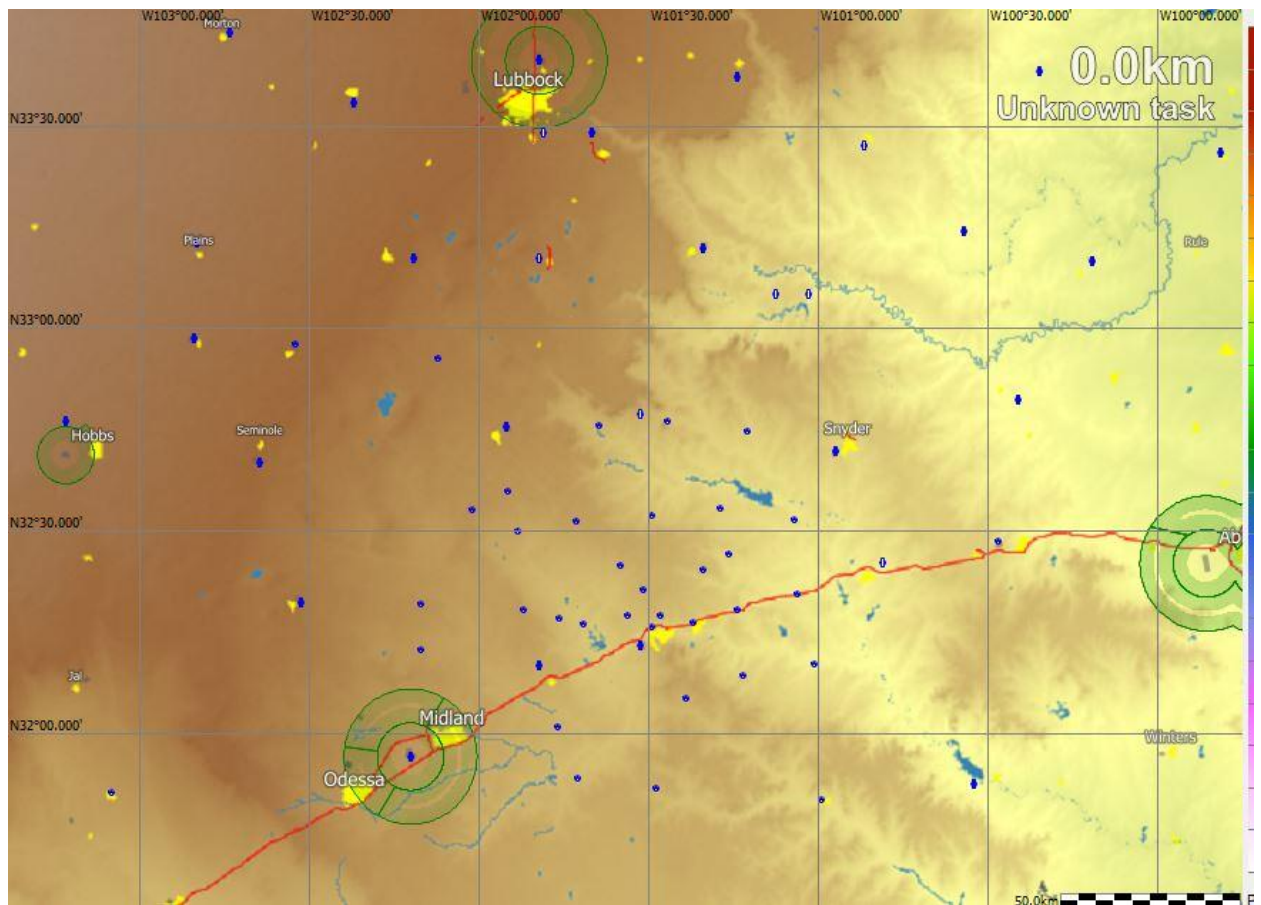
- e) Local road quality for retrieves, road traffic problems. Open paved roads in all directions.
- f) Any prohibited flying or landing areas: The Elk farm at Ackerley and the local prisons will be marked on local maps.
- g) Maps and links showing airspace, turnpoints, major features, and typical tasks are provided below:

See typical tasks here: https://airtribune.com/2018-big-spring-national-series/info/details_info, https://airtribune.com/2016-big-spring-nationals/info/details_info, https://airtribune.com/2015-big-spring-nationals/info/details_info under the results tab.

Airspace: <https://skyvector.com/>



Airspace



Turnpoints and Airspace

See accompanying 2019BigSpring.pdf file for more detail.

16. Airspace:

There are no airspace restrictions at launch. There is an approach path to Midland-Odessa (MAF) far to the west of Big Spring. We will not call tasks that would put us in the approach path. We will not cross any frontiers, nor will we go into restricted airspaces (see airspaces above).

17. Weather:

Launch from noon onward. Cumulus filled skies or blue days. Light to strong winds, almost always southerly. 25 mph south winds are launchable. See the 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=32.2503&lon=-101.4791#.W1QCCrgna60>

<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=sp&t=cur&plot=133>

<http://weather.unisys.com/current-weather?source=1&image=rad&inv=0®ion=sp&t=cur&plot=133>

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

19. Transport

The Retrieval goddesses will help pilots arrange for retrieval. There is no need for transport to launch. See section 14 for additional details.

20. Safety issues

Strong winds, over 25mph can provide for difficult launching. We will not launch in such conditions. Thunderstorms are a common occurrence. 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 strong wind conditions. Pilots will need to have been trained in proper launch techniques such as not stalling a glider on the cart. Pilots must have a minimum hang 3 rating (or foreign equivalent); aerotow (AT), turbulence (TURB), and cross country (XC) sign offs (or foreign equivalent). 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 accompanying Risk Management Plan for more details.

21. Rescue Medical Services

There will be an EMS crew and vehicle on site next to the launch. Additionally, there is a Flight for Life helicopter operation within 200 yards of launch.

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 located within five miles of the airport.

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.

Medical evacuation insurance: <https://www.airmedcarenetwork.com/>

22. Safety Management Plan (see accompanying Risk Management Plan):

- a) Advise Regional ATC Centre and local ATC organization: We will notify the local hospital, Scenic Mountain Medical Center and the Odessa Medical Center Hospital in Odessa of our event. Odessa Medical Center Hospital is a level II trauma center. Scenic Mountain Medical Center is a level four trauma center. It is within 5 miles of the airport. See the following link: <http://dshs.texas.gov/emstraumasystems/etrahosp.shtm###l>
- b) Raise NOTAM: The airport manager 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 Big Spring police will be notified of the competition.
- e) Advise local ambulance, hospital and other medical services: The meet organizer or their designee will coordinate with local first responders. Rescue personnel will be onsite during the competition.
- 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 airport terminal building will be used for this.
- h) Appoint officials: Event Director and Deputy Director, Event Safety Officer, 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 Meet Director or their designee will coordinate accident and incident tasks. 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 throughout Texas. 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 111 E Marcy Dr Ste 160, Big Spring, TX 79720](#)

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

<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

We have exceptional relations with the town of Big Spring. Volunteers from the local government will be onsite as well as the airport manager will be onsite. EMS will be on site.

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:

Briefings and Registration will take place in the terminal building. Equipment checks will take

place outside or in the hangar.

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 airport manager's office in the terminal building.

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

27. Local facilities:

Downtown Big Spring is a few miles away. It has complete facilities.

There are many hotels in Big Spring. See here: <https://ozreport.com/accommodations.php>

We will work with a local contact who will negotiate with the hotels for group rates.

Car hire is found in Midland-Odessa at the airport.

Camping is available at the Texas RV Park on highway 83, <http://txrvparkbigspring.com>.

28. Competition website:

See the web sites listed above. It's all there. We have the web sites up in November before the competition in August. We'll have the new versions of the web site up in November 2018 for 2019 and 2020.

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:

Aerotowing will not be available until the first day of the competition, which is a practice day, Sunday August 2nd, 2020. Pilots wishing to get aerotow experience in Texas in advance of the competition can go to Cowboy Up in Wharton, Texas. <https://www.cuhanggliding.com/>.

31. Customs and equipment importation:

Pilots may travel with their gliders into Dallas on airlines that allow hang gliders as excess baggage. Pilots can arrange through their respective customs broker to gliders shipped to Big Spring.

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. We have excellent relations with the local newspaper and the local radio and TV stations. There will be on-line Live tracking and spectators will be accommodated. There will be ample opportunities for video and filming

This is an example of local media coverage: <http://www.ksla.com/story/38757713/hang-gliding-nationals-coming-to-big-spring-aug-5>

The City of Big Spring created this:

2018 Hang Gliding Nationals

August 5-11

McMahon Wrinkle Airpark Big Spring, TX

Launch Activity is daily between 12pm-1pm*

For Information about Daily Activities: 432-264-2362

**Tandem Discovery Flights*:
\$125/flight, video is
additional \$30**

Lori Brown: 325-874-5742

*weather permitting

34. Sponsorship

We expect very strong local sponsorship from the City of Big Spring, the Big Spring Mc Mahon-Wrinkle Airport, Big Spring Convention and Visitors Bureau, and the numerous 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 fees will finance about 80% of the cost. The budget is attached.

We have received substantial support from the City of Big Spring and the airport over the sixteen years that we have put on national championships at Big Spring. Our competition is one of the two years events in Big Spring that is supported by the Tourism and Convent Board. It is the only town/city in the US that has continually provided a high level of support for hang gliding competitions. You can see the level of support that they are providing in the budget.

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 (\$650 Vs \$450/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 will begin the process of engaging a major sponsor for the Pan-American Championships. We do not have experience in obtaining a major sponsor at the \$100,000 - \$200,000 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.

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, list of waypoints, and budget as part of this bid.

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.

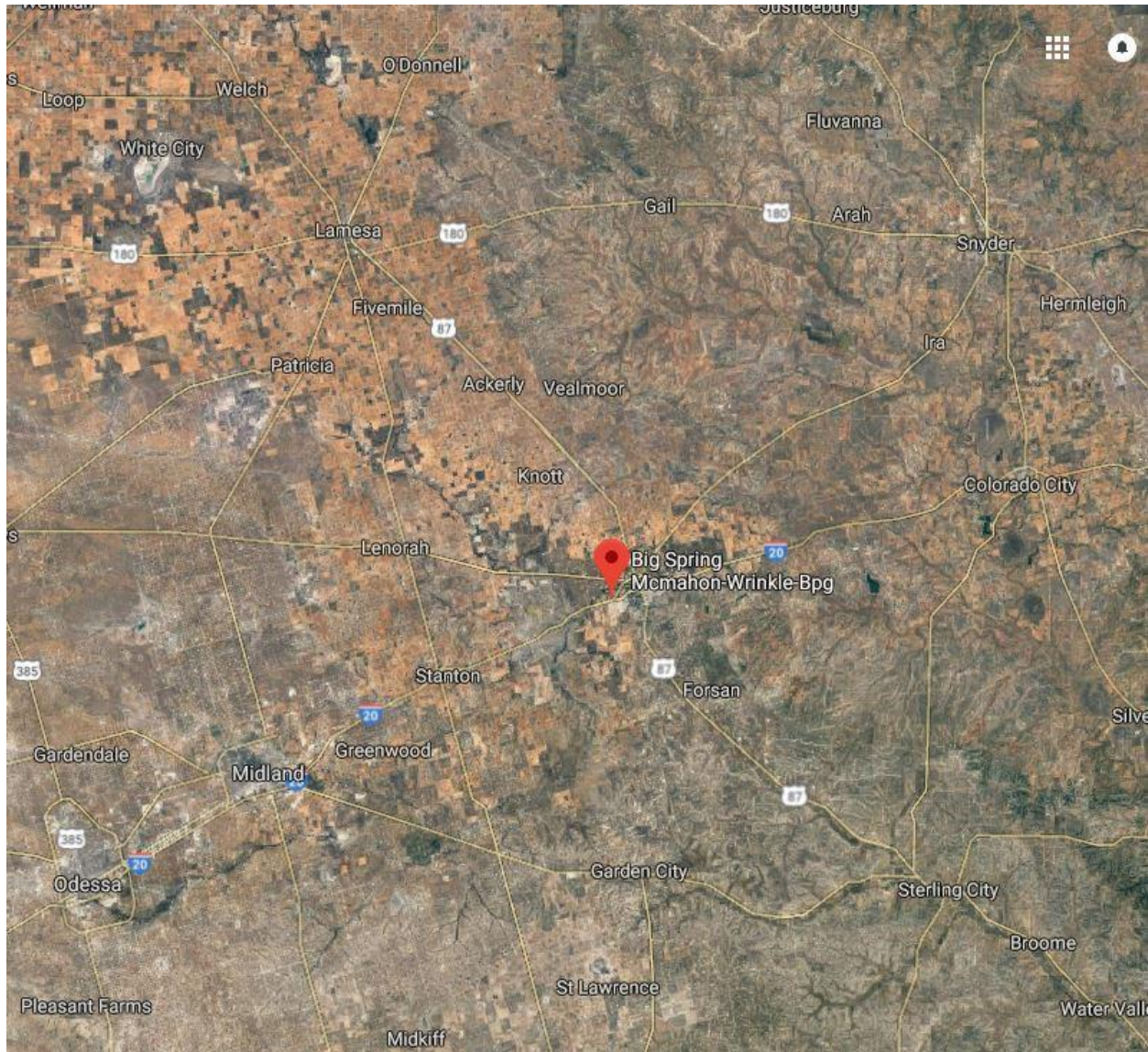
3. Letters of support from the local authorities.

Letters from Jim Little, Tourist and Convention Bureau, and Mayor

4. Map of the area.

<https://www.google.com/maps/place/Big+Spring+McMahon-Wrinkle-Bpg/@32.2885673,-101.6899829,167537m/data=!3m1!1e3!4m5!3m4!1s0x86f93af93155c6cf:0xcdc6abd0f4001eda!8m2!3d32.22972!4d-101.5271167>

2020 Pan-American Championships



Annex C -Budget

See accompanying budget spreadsheet.

We have also included the income and expense spreadsheet for the 2018 Big Spring Nationals.

Annexe B - 2020 Pan-American Championship

Proposed Budget

PROJECTED EXPENDITURE							Notes
Items	Dollars 80 pilots	Euros @ .88	Dollars 100 pilots	Euros @ .88	Dollars 120 pilots	Euros @ .88	
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
Administration	2 000	1 760 €	2 000	1 760 €	2 000	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	4 500	3 960 €	4 500	3 960 €	4 500	3 960 €	1 airfare from Milan, 2 from Florida @600, 2 unknown @\$800
FAI Officials (5): Accommodation	6 750	5 940 €	6 750	5 940 €	6 750	5 940 €	15 nights, 3 rooms @\$150
FAI Officials (5): Car rental	1 500	1 320 €	1 500	1 320 €	1 500	1 320 €	2 cars @\$750
FAI Officials (5): meals, daily allowance	3 000	2 640 €	3 000	2 640 €	3 000	2 640 €	\$40/day each food
subtotal	15 750	13 860 €	15 750	13 860 €	15 750	13 860 €	\$4,290 of this figure 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 11 days, 10 tugs	550	484 €	550	484 €	550	484 €	
CIVL sanctioning fee	825	726 €	825	726 €	825	726 €	
Tow fees @ \$650	52 000	45 760 €	65 000	57 200 €	78 000	68 640 €	Collected separately at check-in
See You 1/2 of annual subscription	50	44 €	50	44 €	50	44 €	
FlyMaster Server Fee (@ 2 Euros per tracker)	181	160 €	226	200 €	271	240 €	
flags, cones, signs, etc. for launch	58	51 €	200	176 €	200	176 €	
Airspace & turnpoint maps	200	176 €	200	176 €	200	176 €	Foam core mounted sectionals; large banner with flying area and waypoints for HQ; state roadmaps for team leaders
T-shirts	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
Contingency	200	176 €	200	176 €	200	176 €	Printing, supplies
*Water & ice on launch	415	365 €	515	453 €	620	546 €	See PROJECTED IN-KIND CONTRIBUTIONS, CITY OF BIG SPRING below
**Airport facilities including office, terminal, hangars, labor	20 090	17 679 €	20 140	17 723 €	20 390	17 943 €	See PROJECTED IN-KIND CONTRIBUTIONS, CITY OF BIG SPRING below
subtotal	78 683	69 241 €	92 431	81 339 €	106 251	93 501 €	
PERSONNEL							
Meet Director	1 000	880 €	1 000	880 €	1 000	880 €	
Deputy Meet Directors	1 000	880 €	1 000	880 €	1 000	880 €	
Safety Director	1 000	880 €	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 €	1 760	1 549 €	40 people based on 2018
Meet organizers' travel (airfare, baggage, car, etc)	1 760	1 549 €	2 000	1 760 €	2 000	1 760 €	From Boise, Idaho
Meet organizers accommodation, 15 days	2 250	1 980 €	2 250	1 980 €	2 250	1 980 €	One of two anticipated comped rooms
Launch Director Travel & Accommodation	3 050	2 684 €	3 050	2 684 €	3 050	2 684 €	
Scoring Director Travel & Accommodation	3 050	2 684 €	3 050	2 684 €	3 050	2 684 €	Second of two anticipated comped rooms
subtotal	19 270	16 958 €	19 010	16 729 €	19 010	16 729 €	
CEREMONIES & SOCIAL EVENTS							
***Opening Ceremony and Welcome Dinner	4 260	3 749 €	5 275	4 642 €	6 105	5 372 €	See PROJECTED IN-KIND CONTRIBUTIONS, CITY OF BIG SPRING below
****Awards Podium	500	440 €	500	440 €	500	440 €	See PROJECTED IN-KIND CONTRIBUTIONS, CITY OF BIG SPRING below
*****Gifts and amenities	1 860	1 637 €	2 250	1 980 €	2 635	2 319 €	See PROJECTED IN-KIND CONTRIBUTIONS, CITY OF BIG SPRING below
Day prizes from sponsors	1 750	1 540 €	1 750	1 540 €	1 750	1 540 €	USHPA, Flytec USA, Moyes, Wills Wing, Icaro
Prizegiving brunch, music	3 380	2 974 €	4 100	3 608 €	4 820	4 242 €	
Other social events	1 000	880 €	1 000	880 €	1 000	880 €	
subtotal	12 750	11 220 €	14 875	13 090 €	16 810	14 793 €	
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	130 363	114 720 €	145 976	128 459 €	161 731	142 323 €
Sum of In-kind contribution	27 125	23 870 €	28 680	25 238 €	30 250	26 620 €

PROJECTED INCOME							
Items			Dollars 100 pilots	Euros @ .88	Dollars 120 pilots	Euros @ .88	Notes
Pilot Entry Fees (sliding scale based on entries)	44 000	38 720 €	45 000	39 600 €	48 000	42 240 €	Includes: event T-Shirt, medical emergency service, food for opening ceremony, brunch at prize-giving, ID card with contact information, weaklinks
Team Leader Fees @\$300	1 800	1 584 €	2 400	2 112 €	2 400	2 112 €	Assumes 12 countries, half with pilot leaders (team leaders who are also pilots in the competition will pay only the pilot entry fee.
Tow fees @ \$650	52 000	45 760 €	65 000	57 200 €	78 000	68 640 €	Collected separately at check-in
Flytec Sponsorship (tee-shirts)	400	352 €	500	440 €	600	528 €	50% of pilot shirts @ \$10
t-shirt sales, @ \$20 ea	600	528 €	600	528 €	600	528 €	
Meet organizers accommodation, 15 days	2 250,00	1 980 €	2 250,00	1 980 €	2 250,00	1 980 €	One of two anticipated comped rooms
Scoring Director Accommodation, 15 days	2 250,00	1 980 €	2 250,00	1 980 €	2 250,00	1 980 €	Second of two anticipated comped rooms
Day prizes from sponsors	1 750	1 540 €	1 750	1 540 €	1 750	1 540 €	USHPA, Flytec USA, Moyes, Wills Wing, Icaro
*Water & ice on launch	415	365 €	515	453 €	620	546 €	See PROJECTED IN-KIND CONTRIBUTIONS, CITY OF BIG SPRING below
**Airport facilities including office, terminal, hangars, labor	20 090	17 679 €	20 140	17 723 €	20 390	17 943 €	See PROJECTED IN-KIND CONTRIBUTIONS, CITY OF BIG SPRING below
***Opening Ceremony and Welcome Dinner	4 260	3 749 €	5 275	4 642 €	6 105	5 372 €	See PROJECTED IN-KIND CONTRIBUTIONS, CITY OF BIG SPRING below
****Awards Podium	500	440 €	500	440 €	500	440 €	See PROJECTED IN-KIND CONTRIBUTIONS, CITY OF BIG SPRING below
****Gifts and amenities	1 860	1 637 €	2 250	1 980 €	2 635	2 319 €	See PROJECTED IN-KIND CONTRIBUTIONS, CITY OF BIG SPRING below
Sub total	132 175	116 314 €	148 430	130 618 €	166 100	146 168 €	
Net	1 812	1 594 €	2 454	2 160 €	4 369	3 845 €	

Sum of In-kind contribution	27 125	23 870 €	28 680	25 238 €	30 250	26 620 €
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PROJECTED IN-KIND CONTRIBUTIONS, CITY OF BIG SPRING - Itemized							
Items	Dollars 80 pilots	Euros @ .88	Dollars 100 pilots	Euros @ .88	Dollars 120 pilots	Euros @ .88	Notes
***Opening Ceremony setup, music	1 000	880 €	1 000	880 €	1 000	880 €	Use of the historic amphitheater at no charge
***National flags, poles	100	88 €	100	88 €	100	88 €	We have many flags and poles from 2007, provided by the City, may need more.
***Welcome dinner, decorations, setup	1 260	1 109 €	1 575	1 386 €	1 885	1 659 €	Use of Dora Roberts Community Center at no charge
***Welcome dinner catering	1 900	1 672 €	2 600	2 288 €	3 120	2 746 €	
****Awards Podium	500	440 €	500	440 €	500	440 €	Just a guess of what it would cost to make - maybe the 2007 one is still there
**Office support and administration	1 000	880 €	1 000	880 €	1 000	880 €	The airport office assists with phone answering, receiving and caring for glider and other shipments, office supplies
**North hangar rental rate	1 000	880 €	1 000	880 €	1 000	880 €	
**Executive hangar rental	2 000	1 760 €	2 000	1 760 €	2 000	1 760 €	
**Clean up and prep for both hangars: (employee hours and wage)	800	704 €	800	704 €	800	704 €	
**Terminal use: (board room, pilot lounge, main room), chairs, tables, TV (100 Chairs, 15 tables, Conference table, WiFi, new white board, etc.) 9 days use	4 700	4 136 €	4 750	4 180 €	4 800	4 224 €	
**Prep for the terminal: (employee hours and wage)	300	264 €	300	264 €	300	264 €	
**Use of the terminal on Saturdays and Sundays	500	440 €	500	440 €	500	440 €	
**Portable toilets	400	352 €	400	352 €	600	528 €	
**Four golf carts, 10 days	1 200	1 056 €	1 200	1 056 €	1 200	1 056 €	
**The hang gliding committee (their time):	700	616 €	700	616 €	700	616 €	
**Terry Wofford and Pascal launch assistance	800	704 €	800	704 €	800	704 €	
**Radio/UNICOM monitors	640	563 €	640	563 €	640	563 €	
**EMS Services, at all times during competition, 450/day , 9 days	4 050	3 564 €	4 050	3 564 €	4 050	3 564 €	
**Covered viewing stands inc. 1 replacement cover	700	616 €	700	616 €	700	616 €	
**Trash dumpsters	200	176 €	200	176 €	200	176 €	
**Prep of taxiway lights, protective tires, sweeping of launch area, etc	300	264 €	300	264 €	300	264 €	
**Water spraying for the road to parking by launch (labor, truck and water)	400	352 €	400	352 €	400	352 €	
**Cutting the fence open for temporary access and restoring	400	352 €	400	352 €	400	352 €	
*Water on launch	230	202 €	285	251 €	345	304 €	
*Ice on launch	185	163 €	230	202 €	275	242 €	
*****Ice Cream in the pilot lounge	340	299 €	430	378 €	515	453 €	
*****Pilot goody bags @ \$15/bag	1 200	1 056 €	1 500	1 320 €	1 800	1 584 €	
*****Special gift bags handed out at the dinner:	320	282 €	320	282 €	320	282 €	
Sub total	27 125	23 870 €	28 680	25 238 €	30 250	26 620 €	

- (1) We expect the next to be close to zero as we will increase personnel remuneration with increased pilot numbers.
(2) The pilot entry fee goes from \$550 down to \$400 based on the number of entrants.
(3) We may get additional comped rooms

CIVL Bureau
Commission Internationale de Vol Libre
Federation Aeronautique Internationale

Dear Bureau Members,

I am writing in support of the bid from Davis Straub and Belinda Boulter to hold the 2020 FAI Hang Gliding Pan-American Championship at McMahon-Wrinkle Airport in Big Spring, Texas, USA. I understand this will be an FAI Category 1 event.

Big Spring has been the site of sixteen national hang gliding championships, sanctioned by the USHPA and by CIVL since 2006. It was the venue for the 2007 FAI Hang Gliding World Championship. Davis and Belinda were part of the organization for that very successful competition and have been the organizers of the last five held here.

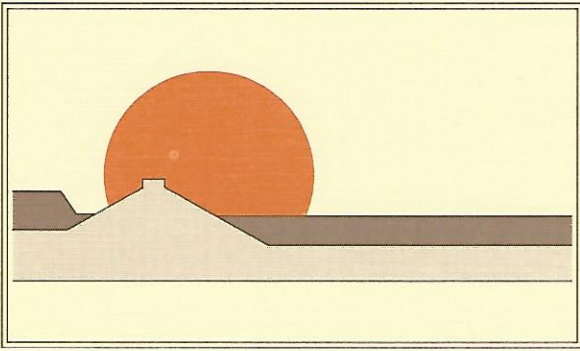
Big Spring is very proud to host hang gliding competition every summer, and we feel it is an important part of the economic and cultural life of our community. It is the second largest event in terms of hotel rooms, second only to the annual Howard College Jr College rodeo. Our local Hang Gliding Committee is made up of local non-pilot residents who support these events by organizing such resources as water, golf carts and spectator seating – and by volunteering as part of the launch crew. Our Convention and Visitors Bureau hosts a welcome dinner at the beginning of every competition and provides welcome bags for the participants.

Our modern airport terminal is air-conditioned, with plenty of space for briefings, office activities, and pilot relaxation, with free wi-fi and a large HD television for presentations. We also make hangar space available for glider setup and storage, and for the tow planes. We have large, well-maintained taxiways for towing.

This year's Big Spring Nationals included representatives of eight Pan-American countries, and they expressed great enthusiasm for coming back to Big Spring for a hemisphere-wide event. The residents of Big Spring are eager to host them.

Sincerely,

Hayley Herrera
Interim Director
Convention and Visitors Bureau
Big Spring, Texas



City of Big Spring

310 NOLAN ST. BIG SPRING, TEXAS 79720-2657

August 24, 2018

CIVL Bureau
Commission Internationale de Vol Libre
Federation Aeronautique Internationale

Dear Bureau Members,

I am writing in support of the bid from Davis Straub and Belinda Boulter to hold the 2020 FAI Hang Gliding Pan-American Championship at McMahon-Wrinkle Airport in Big Spring, Texas, USA. I understand this will be an FAI Category 1 event.

Big Spring has been the site of sixteen national hang gliding championships, sanctioned by the USHPA and by CIVL since 2006. It was the venue for the 2007 FAI Hang Gliding World Championship. Davis and Belinda were part of the organization for that very successful competition and have been the organizers of the last five held here.

Big Spring is very proud to host hang gliding competition every summer, and we feel it is an important part of the economic and cultural life of our community. Our local Hang Gliding Committee is made up of local non-pilot residents who support these events by organizing such resources as water, golf carts and spectator seating – and by volunteering as part of the launch crew. Our Convention and Visitors Bureau hosts a welcome dinner at the beginning of every competition and provides “goody bags” for the participants.

Our modern airport terminal is air-conditioned, with plenty of space for briefings, office activities, and pilot relaxation, with free wi-fi and a large HD television for presentations. We also make hangar space available for glider setup and storage, and for the tow planes. We have large, well-maintained taxiways for towing. As full-time Airport Manager I work with the organizers to make sure all competition activities are coordinated with air traffic.

This year's Big Spring Nationals included representatives of eight Pan-American countries, and they expressed great enthusiasm for coming back to Big Spring for a hemisphere-wide event. The residents of Big Spring are eager to host them.

Sincerely,

Jim Little, Airport Director
McMahon-Wrinkle Airport
Big Spring, Texas 79720



City of Big Spring

310 Nolan Street

Big Spring, Texas 79720-2657

CIVL Bureau
Commission Internationale de Vol Libre
Federation Aeronautique Internationale

Dear Madam/Sir:

I'm excited to hear that Big Spring, Texas might be able to host the bid from Davis Straub and Belinda Boulter to hold the 2020 FAI Hang Gliding Pan-American Championship. Big Spring has been the site of sixteen national hang gliding championships since 2001. Our city is very supportive and proud to host this competition. We look forward each summer for this influx of 'birds' gliding over and around our city. This has always been an anticipated, well attended experience for our city and surrounding areas as well for those that participate.

West Texas has the most consistently good competition conditions that any hang gliding pilot has the opportunity to fly in. Our airport terminal has plenty of space and facilities, available hanger space, and large well maintained taxiways.

We would certainly welcome this event in Big Spring, Texas, USA in 2020!

Sincerely,



Larry G. McLellan, 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:

1st Class 1, Sport Class, Women's, Class 5 and Class 2 Pan-American Hang Gliding Championships

Dates (proposed): Sunday, August 2nd, 2020 to Friday, August 14th, 2020

Location (proposed): Big Spring McMahon-Wrinkle Airport, 3200 Rickabaugh Drive, W. Big Spring, Texas 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

Waypoint List

Name	Latitude/Longitude	Elev.
10T	N32°16.998' W101°45.785'	2631ft
11T	N32°32.406' W101°29.501'	2500ft
12T	N32°24.331' W101°20.354'	2500ft
13T	N32°24.904' W101°34.990'	2700ft
14T	N32°05.169' W101°23.501'	2651ft
1T	N32°45.627' W101°38.931'	2612ft
2100km	N32°00.923' W101°46.066'	2635ft
251km	N32°17.540' W101°27.903'	2526ft
252km	N32°17.461' W101°33.681'	2579ft
25T	N32°21.334' W101°31.129'	2671ft
27T	N32°26.703' W101°15.919'	2402ft
28T	N32°29.956' W101°53.139'	2700ft
2T	N32°33.416' W101°17.374'	2402ft
31T	N32°46.213' W101°26.737'	2575ft
32T	N31°51.836' W101°28.863'	2612ft
39T	N31°53.345' W101°42.575'	2612ft
3T	N32°31.644' W101°04.328'	2201ft
40T	N32°19.213' W102°10.247'	2949ft
48T	N32°33.281' W102°01.224'	2999ft
4T	N32°44.916' W101°12.743'	2402ft
50km	N32°16.318' W101°41.612'	2507ft
51T	N31°50.184' W100°59.513'	2300ft
53T	N32°35.852' W101°54.957'	2900ft
56T	N32°55.624' W102°07.393'	3100ft
59T	N32°15.845' W101°29.501'	2500ft
5T	N32°10.283' W101°00.909'	2100ft
6T	N32°16.477' W101°22.225'	2500ft
7T	N32°18.291' W101°14.279'	2300ft
8T	N32°20.578' W101°03.752'	2201ft
9T	N32°08.676' W101°13.299'	2402ft
Ackerly	N32°31.586' W101°42.962'	2774ft
ANDY	N32°19.494' W102°31.554'	3199ft
Avenger	N32°28.433' W100°28.300'	2378ft
Beggs	N33°05.167' W101°01.917'	2375ft
BIGLK	N31°11.760' W101°28.410'	2690ft
BigSpring	N32°13.056' W101°31.494'	2530ft
BROWN	N33°10.470' W102°11.513'	3271ft
CHILD	N34°25.722' W100°17.310'	1900ft
Claredon	N34°54.558' W100°52.182'	2800ft
Claude	N35°06.318' W101°23.610'	3399ft
CLOVIS	N34°25.536' W103°05.322'	4199ft
COCHRN	N33°43.896' W102°44.040'	3701ft
Colorado	N32°25.314' W100°48.624'	2150ft
CROSBY	N33°37.296' W101°14.430'	3100ft
DENVER	N32°58.674' W102°50.352'	3599ft
Elk	N35°25.698' W099°23.820'	2017ft
FISH	N32°49.428' W100°24.786'	1939ft
Floydada	N33°59.958' W101°19.860'	3177ft
FORD	N33°58.674' W099°42.888'	1499ft
Gail	N32°47.322' W101°31.566'	2650ft
GAINES	N32°40.260' W102°38.790'	3301ft
GARZA	N33°11.940' W101°20.484'	2451ft
Guthrie	N33°38.166' W100°20.964'	1771ft
HALE	N34°09.900' W101°43.026'	3399ft
HASKEL	N33°11.172' W099°43.182'	1601ft

Name	Latitude/Longitude	Elev.
HOBBS	N32°46.314' W103°13.020'	3701ft
Jayton	N33°14.433' W100°34.283'	2013ft
Kermit	N31°51.332' W103°04.993'	2867ft
KNOX	N33°26.142' W099°49.026'	1499ft
LAMESA	N32°45.552' W101°55.152'	2999ft
LEE	N31°52.560' W100°32.496'	1900ft
Lenorah	N32°18.247' W101°52.291'	2850ft
LEVEL	N33°33.534' W102°22.272'	3501ft
LITTLE	N33°55.218' W102°23.022'	3599ft
LUBBOK	N33°39.822' W101°49.392'	3301ft
Maybee	N32°12.333' W102°10.300'	2863ft
MIDLAN	N31°56.562' W102°12.126'	2864ft
MULE	N34°11.190' W102°38.748'	3799ft
Ozona	N30°44.106' W101°12.186'	2373ft
Parma	N35°36.774' W100°59.850'	3240ft
Rankin	N31°13.374' W101°57.228'	2510ft
Roaring	N33°55.998' W100°50.748'	2600ft
Roy	N33°05.150' W101°07.517'	2384ft
Seagraves	N32°57.700' W102°32.383'	3368ft
Silver	N34°27.930' W101°17.742'	3260ft
Slaton	N33°29.167' W101°40.150'	3131ft
Stamps	N35°19.914' W101°23.172'	3455ft
STAN	N32°10.188' W101°49.314'	2759ft
STONE	N33°10.110' W100°11.778'	1801ft
TBAR	N33°10.458' W101°49.404'	3159ft
Tipton	N34°27.330' W099°10.194'	1250ft
TOWN	N33°29.004' W101°48.702'	3199ft
Travis	N33°27.100' W100°51.900'	2299ft
West10km	N32°12.824' W101°37.900'	2455ft
West15km	N32°12.720' W101°40.992'	2470ft
West5km	N32°12.975' W101°34.630'	2473ft
WINSTN	N32°41.862' W100°57.036'	2300ft
YOAKUM	N33°12.798' W102°49.998'	3701ft