



NOTES FOR CONTESTANTS

COMPETITION EVENTS ARE:

SHORTEST TAKEOFF ■ BOMB DROP ■ SPOT & ACCURACY LANDINGS

A RADIO IS REQUIRED. Use Frequency 122.975 on/over lake, on the ramp or in the aircraft parking area.

The person communicating with the aircraft is not functioning as a controller, but in an advisory capacity. The event advisor answers questions from pilots, coordinates and stages aircraft, and provides information of known traffic, time permitting, but gives no clearances.

The safety of each flight is the pilot's responsibility and participation in any event is an acknowledgement by the pilot that he is solely responsible for the safety of his flight. These events are intended to be friendly competitions between pilots having a wide variety of skill levels. **SAFETY** and **SPORTSMANSHIP** should be the priority of each pilot.

If traffic conditions warrant "going around," then go around and you will be given another opportunity to complete the event. Make **SAFETY** your first concern. We are not in a hurry. We will try to be efficient, but safety will be our first concern as well.

To register for the content events a completed registration form must be submitted to the Event Coordinator in advance of the event or at the event. The participating pilot must also confirm participation, in person, at the Event Registration Tent on the day of the event.

The judges are volunteers and do the best they can in all circumstances. Your cooperation and patience is greatly appreciated. Awards will be presented following the contents by the Event Registration Tent in front of the Prop Shop.

SHORTEST TAKEOFF

- One attempt only! Seaplanes will be instructed by the Air Boss on staging location and one-by-one, each seaplane will be given a “Go” call. At this point the judge’s clock will start.
- Judges will time from the “Go” call to when the aircraft has left the water and remained off the water, lifting off and then touching again, extends the time.

BOMB DROP

- Three bombs (melons) per flight.
- When airborne fall into line in the pattern and maintain visual contact with other traffic at all times. **USE 800 TO 1,000 FEET AGL AS A TRAFFIC PATTERN ALTITUDE.** Plan to descend to 200 feet AGL (263 MSL) on final.
- **DO NOT DESCEND BELOW 200 FEET ABOVE THE LAKE ON THE DROP RUN.**
- Turning final, radio your aircraft description. Example: “Blue Lake Renegade zero one sierra commencing bomb run.” The target will be a large orange buoy that will be identified at the pilot briefing. Pilots should fly at a safe speed while making the drop run and should not be attempting to fly “slow flight” for the drop.
- After the first drop, climb back to pattern altitude (800 to 1,000ft) AGL for subsequent drop runs.

SPOT & ACCURACY LANDINGS

- After the third bomb drop, climb back to pattern altitude and fall into line for the landing contests. Turning final, radio your aircraft description. Example: “*Yellow Cub one hotel bravo on final for spot landing.*”
- For the spot landing event, scores will be based on the distance from the aiming point pair of buoys to point of touchdown. Landing BEFORE the line will not count.
- For the power off accuracy landing, abeam the landing point (buoy) on downwind, the pilot should reduce power to idle and commence a “power off 180” approach, managing energy to touchdown at the target point. Power should be added for any safety issue. Landing BEFORE the line will not count.