

Tisdale Aviation Assn/COPA Flight #93 Air Rally, 1Sept 2012

This Information Package is subject to revision. Check for a final version before The Rally.

Information package

1. The rally is a circuitous course of 8 competition flight legs, preceded by a very short hop to the Start Point (SP) and finishing with a short leg back to Tisdale from the Finish Point (FP), a total of 10 actual flight legs. The total distance is approximately 128 nautical miles and will consist of calculations, navigation and observation. There will be questions to be answered along the route and photos to be identified.
2. Pilots may use a GPS and may use all resources available to them. This would include a co-pilot/navigator as well as passengers.
3. Teams will be provided with a package containing route directions, questions, 2 maps (one is 1/250,000 and one is 1/500,000), photographs and a SOS, "help me find the Turning Point (TP)" envelop. (Open only if necessary, it will cost you penalty points).
4. For those who have not had a lot of experience with 1/250,000 maps the faint blue grid squares are one square statute mile. The maps are very easy to work with. The square miles will come into play when plotting pictures and being scored.
5. For planning purposes it is recommended to have a sharp pencil with eraser and a straight edge for drawing tracks and a protractor to measure track angles. A clip board is also a good idea.
6. Time clock will be from the GPS satellite system.
7. Before departure each pilot will advise the judge of their planned Estimated Enroute Time, EET, (from lift off to overhead or abeam on downwind return) and their planned fuel consumption in litres to the nearest half litre. Every aircraft should depart with full tanks and refuel again to full tanks on arrival back in Tisdale. Each pilot will refuel their own aircraft and for the final refuelling it will be done with the pump quantity gauge covered. Accuracy of fuel consumption estimates and EET will be scored. Those wishing to depart with partial fuel loads may dip their tanks and refuel to the dipped level. You must have your own dip stick.
8. Photos from along the route are to be plotted on the provided map. This is where rear seat passengers may be of assistance. Accuracy will be scored.

9. Questions about the route will be with the route instructions. Accuracy of the answers will be scored.
10. The route is designed to be flown between 1000 and 2000 feet AGL.
11. Upon return from the east, if Runway 32 is in operation, fly overhead; join downwind for a normal left hand circuit. If runway 14 is in operation join downwind for a left hand circuit. There will be a spot landing competition for arrival back in Tisdale. Touchdown must be on both main wheels except when the "Landing Judge" has declared "crosswind conditions". In this case the aircraft may touch down on the windward main wheel. Accuracy will be scored.
12. Arrival time will be established when the aircraft is overhead or immediately abeam the landing zone on downwind, dependent upon runway in use.
13. In the event of a tie after all the scores are in the aircraft with the fastest TAS will be declared winner.
14. A Pizza lunch will be available for a small cost per slice. Coffee and pop will also be available.
15. A Safety, Weather and Rally Briefing will be carried out with all pilots present, briefing time will be 12:00. Departure order will be established and departure times assigned. The fastest aircraft will depart first. Rally packages will be handed out in departure order forty minutes before each departure time. Please make sure you have refuelled your aircraft before the briefings.
16. A weather assessment will be made the day before and the day of the rally. In the event of an early cancellation everyone will be notified as best possible. The Rally will be conducted VFR.
17. The entry fee will be \$25.00 to cover expenses and prizes. You may pay on the day of the rally. Prizes will be announced as the Rally date draws near.
18. We will take registrations right up to the day before the rally and of course no one will be held to a hard commitment if they have to cancel. We would like to know as early as possible if you are seriously interested. We can then have an idea of how many will be participating? Please try and give us your final commitment by the 30th of Aug. When registering please include: Your name, the names of your crew members (if known), your aircraft type, aircraft registration and your TAS planned for the rally.
19. If there are too many (number yet to be determined) aircraft planned the numbers may have to be limited to "first come, first served."

20. Teams may keep their maps and photos after they have been scored.
21. There will be a BBQ right beside the airport at the Tisdale Museum after the Rally. This is a fundraiser for the local museum and we will announce the winners at the BBQ.
22. Camping is available on the airport (no showers) or the local camp ground 1 km away, with showers. There are a number of hotels in town but you should book early. Recommended hotels are: Canalta, 873-5077
<http://www.canalhotels.com/locations/tisdale.html#tisdale-sk-hotels>
The Park Motel - 873-2607, the Country Side Inn - 873-5603
<http://www.shopsaskatchewan.com/tisdale/countryside.htm> , the Tisdale Hotel - 873- 2134 (great bar)
<http://www.shopsaskatchewan.com/tisdale/tisdale-hotel.htm> , the Bee Hive Hotel - 873-4224 (with a Sports Bar).
23. If there are questions or if you are planning to fly with us please contact: David Lamb, Telephone: 306-873-2718 or d.g.lamb@sasktel.net

Safety and good airmanship will prevail at all times!