

President's Trophy Air Race 2014

BRIEFING NOTES



The South African Power Flying Association (SAPFA) and the local Gariep Dam community would love to welcome you to an exciting and fun weekend in the Karoo.

The SAPFA, in conjunction with the Airshow & Events team have toiled for a year to bring you a programme that as some of you regulars will know, is filled with the standard PTAR Avgas, Adrenalin, Beer, Laughter, Tears, Arguments, Fights, Sobbing, Sex, Dancing, Cheering and Excitement.

All of these activities may be done at any time that suits you, however, the most important times for you to note are the Race Briefings that will be held in the Briefing Hangar at 17h30 and 08h30 daily.

It is important to understand that everything that is pointed out in these notes will NOT necessarily be mentioned at all the briefings. It is then imperative and of vital importance that these notes are read carefully and understood clearly by all participating Pilots and Navigators. IT MIGHT EVEN BE WORTHWHILE PRINTING THEM OUT OR SAVING THEM SOMEWHERE FOR EASY REFERENCE. PLEASE READ THROUGH THEM CAREFULLY BEFORE ARRIVING AT GARIEP FOR THE RACE. Please also familiarize yourself with the Rules & Regulations of the PTAR 2014, I have attached them for reference.

At every briefing, roll call will be taken and both Pilot and Navigator must please be present. Non attendance will mean automatic disqualification.

Please be punctual!

Parking

Upon arrival on Thursday 29 May, you will be parked in bays as close as possible according to your take off position for day one, which means the fastest aircraft will be in Bay 1 and the slowest furthest away.

When you return from Friday's race you will be allocated a parking bay exactly the opposite to this. The slowest aircraft will be in Bay 1 and the fastest furthest away.

Ground marshals will be in the area to assist.

Refueling

Once you have landed go straight to your allotted parking bay and shut down. The fuel bowser will come around at some point during the day or even at night, to refuel your aircraft. If you have locking caps, please leave them unlocked.

If you are unhappy with our people filling your aircraft in your absence, please ensure you are at your aircraft whilst it is being refueled.

We have a credit card facility for ease of payment and will be happy to complete the transaction once at the end of day 2 or even the Sunday morning when you leave if you so desire.

We will also take cheques and cash if you force us to.

Scrutineering

You will sign a declaration stating that your aircraft is airworthy, has all the necessary documentation on board and is UNMODIFIED other than what you have already declared and shows on your entry form.

Your aircraft will be scrutinised by the marshals to ensure that you have not committed perjury on your form that will inevitably result in disqualification or public flogging or hanging.

What will happen is the following.

- Your aircraft must please be unlocked and all valuables removed
- It will be fuelled to capacity
- Your GPS must be disabled to the satisfaction of the marshals (the rules are clear on the fact that not GPS' are allowed to be used in any shape or form and therefore it is your duty to ensure that mobile GPS' are removed and fixed GPS' are disabled. We will assist where possible when requested to do so but the responsibility remains with you to ensure that your G1000 or any other GPS is not usable for the duration of the race.
- A cursory inspection to see that all is where it should be (seats, spats, carpets etc)

What is important to understand is

- We reserve the right to do a detailed scrutiny on any aircraft at any time if we feel it is necessary. That may mean removing cowlings and checking for nitro-glycerine canisters or suchlike
- The Jury reserves the right to scrutinise and/or examine any aircraft they feel might be contravening any rule

Obviously, if anything untoward is found, steps will be taken which might include disqualification.

Handheld GPS' have never been permitted in the cockpit and now the same applies to cellular phones and watches with built in GPS'. In terms of safety and in case of emergency your primary form of communication remains the radio however, should you feel so strongly about carrying your phone from a safety point of view, it may only be carried in a sealed plastic bag which will be given to you in your Goodie Bag at registration for this purpose.

When the race is over, you are to take the sealed envelope back to the gorgeous lady at the Registration Office or marshal who sealed it for you to prove that the seal is still intact. Only then will the threat of a fate worse than death be removed.

Random strip and full body cavity searches will take place on certain competitors.

IT WOULD BE MUCH EASIER TO JUST LEAVE CELL PHONES AND GPS WATCHES BEHIND.

Handicaps

We are applying the rules absolutely – What is important to note here is that as from 12:00 Thursday 29 May there is only one route for handicap queries and that is through the Jury.

The jury members are

Chris Linakis	083 631 7990
Neil de Lange	083 268 3954
Ron Stirk	082 445 0373

Nobody else can or will help you with handicap queries.

It is crucial to note that these handicap queries must be in writing and well motivated.

The logger results from the test flights will be handed to the Jury who will decide on your handicap for the race.

The jury's decision is final.

Protests

If you feel that you have been unfairly treated regarding the race itself (cold women and warm beer don't count) and wish to lodge an official protest as opposed to just bitching in the pub, you are welcome to do so.

This will only be entertained in terms of Clause 7 in the Rules that read:

7.1 A PROTEST is a written request made to the Race Director, by a competitor who may consider himself aggrieved by any decision, act or omission of an organizer or race official.

7.2 The protest must be presented within one (1) hour from the time that the decision, act or omission is published or the controversy has arisen.

7.3 The Entry Holder is the only person who has the right to lodge a protest or an appeal.

7.4 A competitor may not lodge a protest against another competitor.

7.5 An APPEAL is a written request made to the jury by a competitor who has had his protest rejected by the Race Director and feels that his protest still has merit.

7.6 This written appeal must be forwarded to the JURY within one (1) hour from the time a competitor has been advised that his protest has been rejected.

7.7 The appeal must be forwarded to the JURY within one (1) hour from the time a competitor has been advised that his protest has been rejected.

7.8 The decision and or determination of the Jury is final and absolute and not subject to any further appeal.

7.9 The fee will be returned if the appeal is upheld.

Test Flights

Test flights will take place on a first come first serve basis.

If a Test Flight of your aircraft is required, you will be notified in advance , please arrange that you get into Gariiep by 12:00 THE LATEST. The procedure will be to park in the designated "Test Flight Area", go register, find Rob Spencer-Scarr or Hans Potgieter at the Test Flight thatch on the apron. From there a Test Pilot and logger will be allocated and arranged.

The flight will take about 25 minutes from take off to touch down and must be flown in race configuration.

Race configuration means full fuel tanks, the pilot and the test pilot on board. No extra baggage (cement bags or lead weights) to be carried.

The test flight WILL be done at maximum power. Supercharged and turbocharged aircraft as well as those with high revving engines (Rotax) WILL be flown with the throttle lever in the fully open position. If you are not happy flying your aircraft at full power, please have your AMO adjust the throttle to a setting that is acceptable to you or a throttle stop installed as this is how the aircraft WILL be tested and raced.

Please note: The levers will be in the fully forward position with the mixture set for maximum power.

GPS Loggers

We're sure those of you who have experienced the results the loggers give us will agree that the track and results it records are absolutely incredible and eliminate 99% of any doubt as to your performance in the race.

The only scoring method for this race will be by GPS logger. **The SAPFA provided logger will be the official logger for all results.**

Therefore, it is critical that you ensure that your logger is working and is in a position to receive satellite signals.

No logger result equals no result at all.

We will have a logger in every aircraft for both race days.

We will issue your logger after each morning briefing. Please be on the lookout for the marshals who will be doing this.

Whilst we will switch it on for you and ensure that the green light is blinking, it is your responsibility to ensure that your logger is in position on the glare shield and working for the entire race.

When you have landed you must please NOT switch the logger off but take it as soon as possible to the logger download office or to the designated place as confirmed at the briefing.

It is critical that you ensure that somebody signs for your logger and it is not simply left on a table even if that person says, "Don't worry, just leave it there."

Your logger will be downloaded which normally takes about 15 to 25 minutes and , depending on how big the backlog is, you should have a provisional result within an hour or two.

You will be given a printout showing your track and details regarding your performance for the day that we know you will analyse in depth over a few beers.

The scoring team will also be analysing your logger results to check for shortcuts, GPS usage, missed turn points, low or dangerous flying etc. and will only be in a position to give you an official result once this exercise has been completed.

When flying around a turning point , please make sure that you do so. You have to be on the OUTSIDE of the marker. Cutting inside will be the same as missing a turning point and penalties will be incurred.

A POINT I WANT TO MAKE CLEAR IS THAT YOU DON'T HAVE TO BE SEEN CROSSING RIGHT OVERHEAD THE POINT, AS LONG AS IT IS ON THE OUTSIDE OF THE POINT.

The reason is to ensure a safer race. To avoid competitors flying into traffic, circling and looking for a turning point marker.

A very important point to take note of is that, when competitors decide to make the turn to the next turning point, they need to execute the turn between 200' – 600' AGL.

Turning-Point Markers

We are using huge 3m X 3m bright orange gazebo`s that even a blindman could see from 3 miles away.

If there are more than one aircraft approaching a turning point it is better that you maintain a wider turn and keep a safe distance and lose a second or two than take each other out by trying to dive inside and flying dangerously.

Run-ups

As you taxi out please remember airmanship and try not to sandblast the paint off the opposition behind you. As you taxi from the parking, turn at 45 degrees toward the runway and do your run-ups with your tail pointing away from any other aircraft (don't worry about spectators, they will be far enough away).

Please do your run-ups and pre take-off checks as quickly as possible as there is nothing more irritating for the other competitors as well as the starters when somebody holds up the entire race because they can't get the gauge to settle on exactly 1700 rpm. If you find you have a snag of any kind that will hamper your starting on time, pull safely off the taxiway and out of the way of those behind you.

Once your problem has been cleared you may start again at the back of the field.

Radio Calls

Please please please keep radio calls to a minimum. You will refer to yourself by your race number for the test flight as well the two race days eg "Race 2" – NO registration number

You must ensure you understand and use the following frequencies;

120.80 Gariep Dam Ground

120.20 Gariep Tower / Crossover Day 2

124.8 General Race once out of the circuit.

You must please be on 120.80 for ground at all times whilst on the ground at Gariep Dam Airfield. When in the correct position in the queue for take-off a few minutes before your slot, change to 120.200 for Gariep Advisory Tower.

At this point you simply say , "Race # on frequency". Tower will acknowledge "Race #"

Once airborne, change to 124.8

One simple call at each turn point is all that is necessary. For example, you would say, " Race 27 turn point at XYZ". This call is only to be made at the turn-point, not before.

The only difference is the Day 2 Crossover and finish where you must change to 120.20 Gariep Tower at about 3 minutes with a "Race # 3 MINUTES OUT".

This is to advise the Tower that you're on your way. The Tower will not acknowledge but they will be aware that you are inbound.

Please don't broadcast your aircraft type, altitude, registration, colour, how you're feeling, what your shoe size is or anything that will make the airwaves busy.

If everything goes according to plan, there will be no radio communication at all. The tower will only talk to you if something goes wrong and, because there are a hundred of you up there, please do not reply. Simply do whatever the safe thing is to do.

Safety

Please please please fly safely. The race is a high adrenalin situation and we do not want an accident, or even an incident to mar the weekend. The future of the PTAR together with your own future, depend on you getting home in on piece and without mishap.

The SAPFA appointed Safety officers for this event is Walter Doubell 079 830 6452 and Nigel Musgrave 0836752211 and their mandate is to exclude anybody deemed to be flying in an unsafe, reckless or dangerous manner.

The trick is not to execute any sudden maneuvers. Keep your direction changes smooth and predictable. Low flying is part of the race but it is never necessary to endanger your lives doing it. Low flying must at all times be in accordance with the Air Navigation Flight Rules and all due consideration will be given to property, people and animals throughout the race.

Should you have engine failure or any problem on the runway that prevents you from taking off, please turn your aircraft off the runway as early as is safely possible because there will be someone rolling behind you. The grass on the edges are cut and quite acceptable for taxing etc.

Approaching turn-points must always be carried out on the correct inbound track in order to avoid dangerous convergence and any hazard to other competitors. If this cannot be carried out then an orbit clear of any traffic and rejoin on the correct approach path before crossing the checkpoint.

The checkpoint must be crossed so that ground marshals can clearly identify a race number or registration and at a MINIMUM altitude of 200 feet AGL and a MAXIMUM of 600 feet AGL (unless otherwise stipulated during the pre-race safety brief in which case it may be higher).

Turns over the checkpoints must be carried out in a safe manner and never less than a level turn. A descending turn must be avoided at all cost as this could lead to ground impact that could seriously spoil your weekend. Be aware of other aircraft that may be turning inside of you and above and below you.

Upon crossing checkpoints or the finish line steep pull-ups are strictly forbidden and will be penalized. It should also be remembered that the race is timed up to the point where the aircraft crosses the finish line. The clock then stops so thereafter there is no urgency to get on the ground.

Circuits should be planned in order to consider other traffic with spacing being the most important aspect in order to get back on the ground safely. The trick is simply to follow the aircraft in front of you. We are planning on using Runway 11 for landing and Runway 28 for take off. (The most southern of the two tar runways at Gariep)

In order to keep the radio clear, the Tower will be monitoring circuit traffic and assisting only where necessary.

YOU WILL NOT GET CONFIRMATION CLEARANCE TO LAND, NEITHER DO YOU HAVE TO ACKNOWLEDGE ANY CLEARANCE TO LAND.

In The event of a go around, which should be avoided if possible, turns and spacing must be planned in such a way that approaching traffic is not affected. Go around procedures will be briefed but this does not preclude the pilot being responsible for flight safety. The overshoot must be initiated just prior to the runway threshold and a turn towards the downwind leg as soon as safety permits in order to avoid any traffic approaching the finishing line. Climb back to circuit altitude and rejoin the downwind leg slotting in with traffic already in the circuit. Be aware of the speed of preceding aircraft and make space accordingly.

It should be borne in mind that the aircraft speeds vary considerably and there will be aircraft passing each other throughout the race requiring diligent look out and awareness.

It is the race organizers intention to make the race a safe and enjoyable event but flight safety and the safety of competitors and the public will remain a top priority. It is the responsibility of each and every one of us to ensure a safe weekend for all.

Emergencies.

If the runway in use is closed for any reason, listen out for Tower instruction as to which of the alternate runway is to be used.

Please contact our Safety Officers Walter Doubell 079 830 6452 or Nigel Musgrave 083 675 2211 for any out landings or aviation emergencies of any sort.

We hope you all enjoy an exciting and safe weekend doing what you love to do.

Ladies and Gentleman, we are ready to Race and present you with a safe and enjoyable weekend. Fly safe and looking forward to welcoming you to Gariep.

Yours in Racing

Robbie Myburgh