
SPORT AIR RACING LEAGUE!

PAPPY BOYINGTON MEMORIAL CUP

COEUR D'ALENE, IDAHO

SEPTEMBER 5, 2015

FRIDAY, SEPTEMBER 4 ARRIVAL DAY

1:00 PM to 5:00 PM Registration, Cash/Check only no credit cards please. Registration is at race central (See next page)

- Entry fee is \$40 for SARL members and \$50 for nonmembers (included provisional membership).
- For ground transportation call Brent or Kristi Travis at 208-691-7472 or 208-691-7473. We will make at least one GMC Suburban available to race pilots as a courtesy car. There may be other shuttle options as well to the hotel/motel/restaurant.
- There are rental cars available at Resort Aviation and Southfield fuel.

Hotels: Super 8 - 1-208-765-8880 \$60 per night. There is a block of 8 rooms, continental breakfast. The room confirmation number is 97606262, and is under Rays Air (as in Race, Air. Failure to communicate.) The rooms can be reserved up until September 3, 4 pm. Normal rate is \$125.

- Hotels: Guesthouse Inn 208-765-3011. Comfortable place, no breakfast, basic lodging.
- Shilo Inn and Suites 208-664-2300. If you are a veteran, tell them so. You get a big discount. Continental breakfast provided.

5:00 PM to 8:00 PM **Hangar Party!** Meet and greet at Race Central. See map on next page. We will barbecue and have a good time.

SATURDAY, SEPTEMBER 5, RACE DAY!

7:00 AM – 8:30 AM: Registration/Sign in closing at 8:30 AM (No Credit Cards!)

9:00 AM: Mandatory Pilot's Race Briefing – Brent's Hangar.

10:30 AM: First racer takes off.

After the race results will be announced ASAP

12:00 – 1:30 PM: Lunch provided

CONTACT ME

If you will be late, have questions, etc. We will try to accommodate you!

Brent Travis cell 208-691-7472, n999bt@gmail.com

DEPARTURE

BLUE SKIES AND TAILWINDS!

ROUTE AND TURN POINTS

This will be a 156.8 statute mile (136.3 NM) open course consisting of seven turns over the beautiful Northern Idaho and Washington terrain. Some of the course is mountainous and will require planning to navigate. Altitude required to complete this race will vary. Pay attention to radio calls and minimum altitude requirements in the pre-race briefing. Race organizers reserve the right to make changes to the race course. Pre-race briefing is **MANDATORY**. If you are not briefed you will not participate.

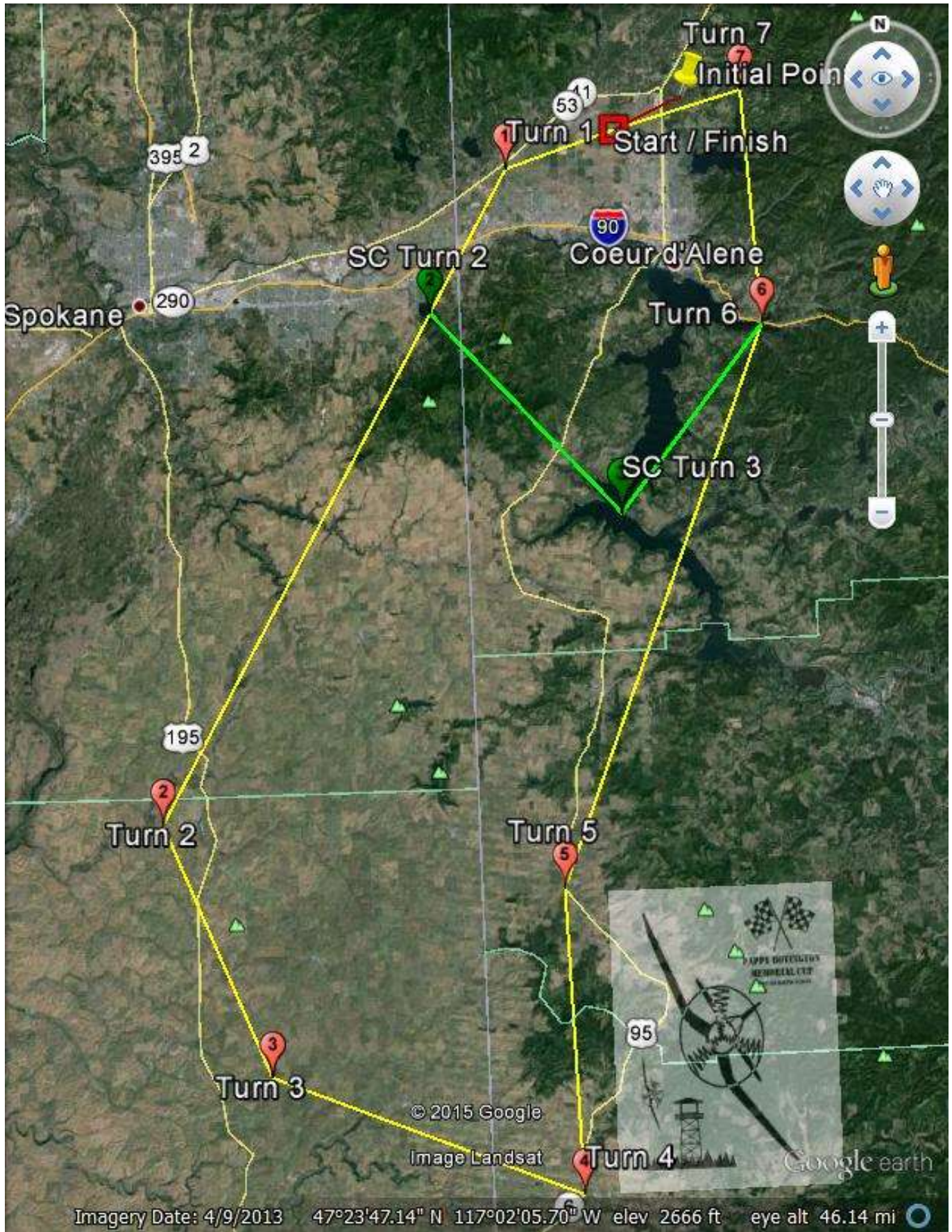
	Description	Race Altitude	Heading	Distance, NM	Total	Frequency
Initial Course	Alpine Lake	2800-4000	245	NA	NA	118.225
Start	Start / Finish	2800-4000	236	5.6	6.6	122.9
Turn 1	Manufacturing Plant	2800 Min	193	35.9	42.5	122.9
Turn 2	Hanger at 72S, Rosalia	3170 Min	142	13.3	55.8	122.9
Turn 3	Steptoe Butte	3612 FAA	96	16.2	72	122.9
Turn 4	Junction US 95 and ID 6	3000 Min	342	14.9	86.9	122.9
Turn 5	Grain Elevator	3000 Min	6	29		122.9
Turn 6	Higgins Point	2800 Min	341	11.5	341	118.225
Turn 7	Intersection Hayden Lake Road and Hayden Creek Road	5038 FAA	239	6.5	135.3	118.225
Finish	Finish	2800-4000		132.9	NM	

Course length adjusted for turns: 136.3 NM, 156.8 SM

	Name	Latitude	Longitude	Race Altitude, MSL
Initial Point	Alpine Lake	47°48'48.6"N	116°45'57.3"W	2800-4000
Start	Start / Finish	47°47'16.8"N	116°50'51.4"W	2800-4000
Turn 1	Manufacturing Plant	47°45'32.70"N	116°58'47.7"W	2800 Min
Turn 2	Hanger at 72S Rosalia	47°14'19.5"N	117° 25'0.1"W	3170 Min
Turn 3	Steptoe Butte	47°1'56.1"N	117° 17'48.7"W	3612 FAA
Turn 4	US 95 and ID 6 Junction	46°55'44.8"N	116°55'56.3"W	3000 Min
Turn 5	Grain Elevator	47°10'37.6"N	116°56'31.6"W	3000 Min
Turn 6	Higgins Point	47°37'34.8"N	116°40'46.1"W	3300 Min
Turn 7	Intersection Hayden Lake Road and Hayden Creek Road	47°49'1.5"N	116°41'34.5"W	2800 Min
Finish	Finish line	47°47'16.8"N	116°50'51.4"W	2800

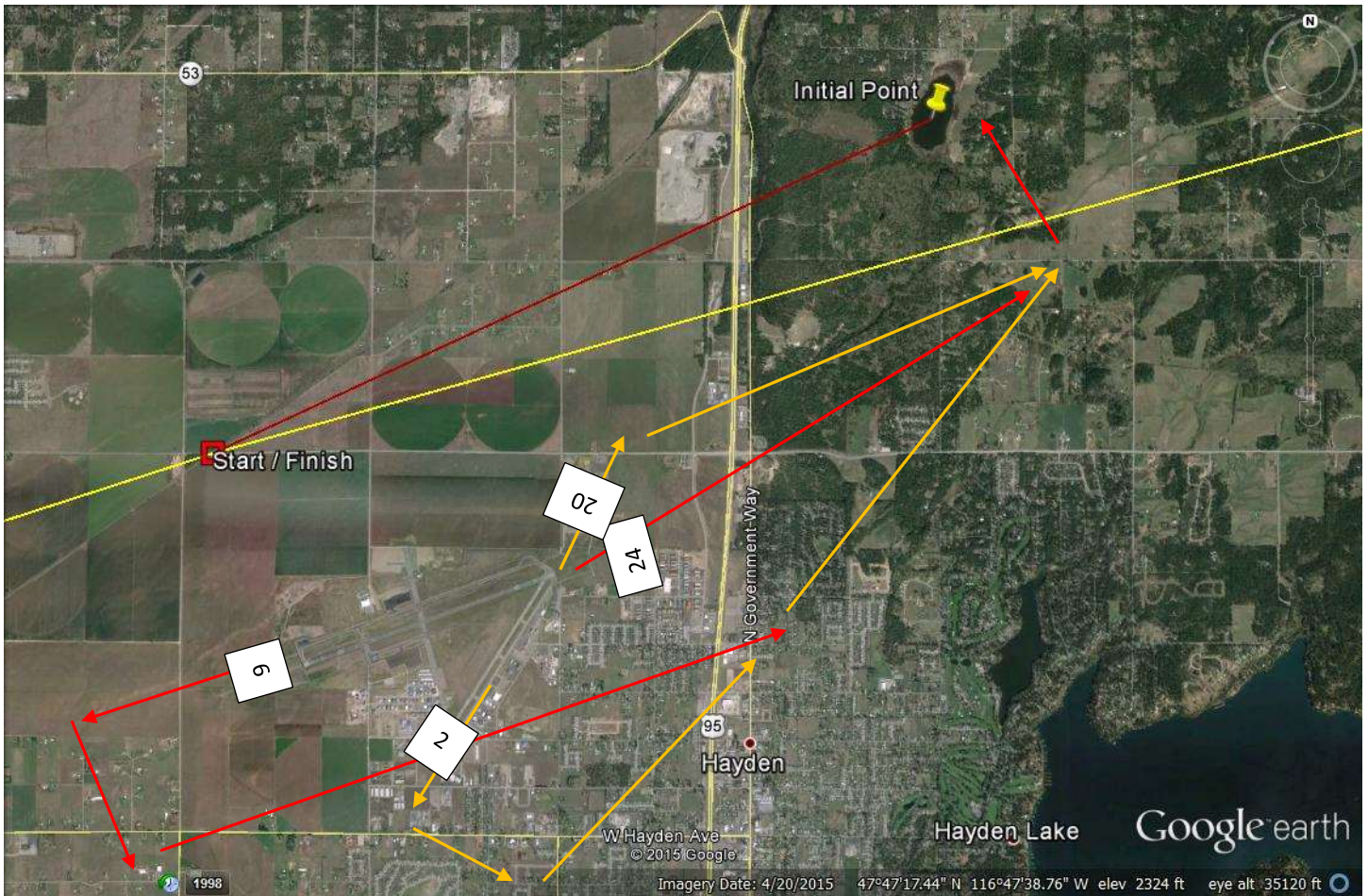
Note: Minimum altitudes provide clearance per FAA regulations. Altitudes marked FAA are the altitude of the landmark, and it is possible to fly lower and maintain terrain clearance per the FAA regulations. Racers should verify these altitudes prior to using them.

COURSE OVERVIEW



START! (KCOE)

I am following Race # _____ (announced at briefing)
Altimeter setting _____ (announced at briefing)
Departure runway _____ (announced at briefing)
Freq 118.225 (122.8 If tower not operating)



Depending on the wind we could be departing runway (in order of preference) 6, 24, 2 or 20. Taxi out in race order, do your run ups and checks, and be ready to go. Please allow 30 seconds between airplanes to allow the timers to get an accurate start.

AIRPORT ENVIRONMENT

Be aware of other traffic. Coeur d'Alene can be busy with all types of general aviation aircraft as well as water bombers and helicopters. Runway 6 – 24 are both left traffic. Runway 2 is right traffic, so all traffic for 2 – 20 is east of the airport. The preferred runway, no wind, is 20. We will most likely try to use runway 6, so we may be launching into the 2- 20 pattern.

RUNWAY 6 AND 2 TAKEOFF TO THE INITIAL POINT

Depart on the runway heading, climb to 2800 msl initially. Watch for traffic! Locate alpine lake and maneuver to make a left turn to the Start/finish line. Maximum altitude at the start line 4000 msl.

RUNWAY 20 AND 24 TAKEOFF TO THE INITIAL POINT

Both 20 and 24 require a left downwind departure from the pattern, and head toward the initial point, then same as runway 6.

TURN 1 MANUFACTURING PLANT

Turn 1 Minimum Altitude 2800 ft MSL (500 ft AGL)

Two miles prior to the turn change to Freq 122.9

Radio Call: Announce *"Race xx Turn 1"*

Turn left to 193°



TURN 2 HANGER AT 72S ROSALIA

Freq 122.9

Minimum Altitude 3170 msl

Radio Call: Announce **"Race xx Turn 2"**

Turn left to 142°



TURN 3 STEPTOE BUTTE

Freq 122.9

Radio Call: Announce "*Race xx Turn 3*"

Turn left to 096°



TURN 4 US 95 AND ID 6 JUNCTION

Freq 122.9

Radio Call: Announce **"Race xx Turn 4"**

Turn Left to 342°



TURN 5 GAIN ELEVATOR

Freq 122.9

Radio Call: Announce ***"Race xx Turn 5"***
Turn Right to 006°



TURN 6 HIGGINS POINT

Turn 6 Minimum Altitude 3300 MSL (1000 AGL)

Freq 122.9

Radio Call: Announce **"Race xx Turn 6"**

Turn left to 341 °



NOTE THAT THERE ARE TWO BRIDGES ON I-90. THIS IS THE SMALLER ONE, AND IT IS SEVERAL MILES EAST OF THE "BIG BRIDGE"

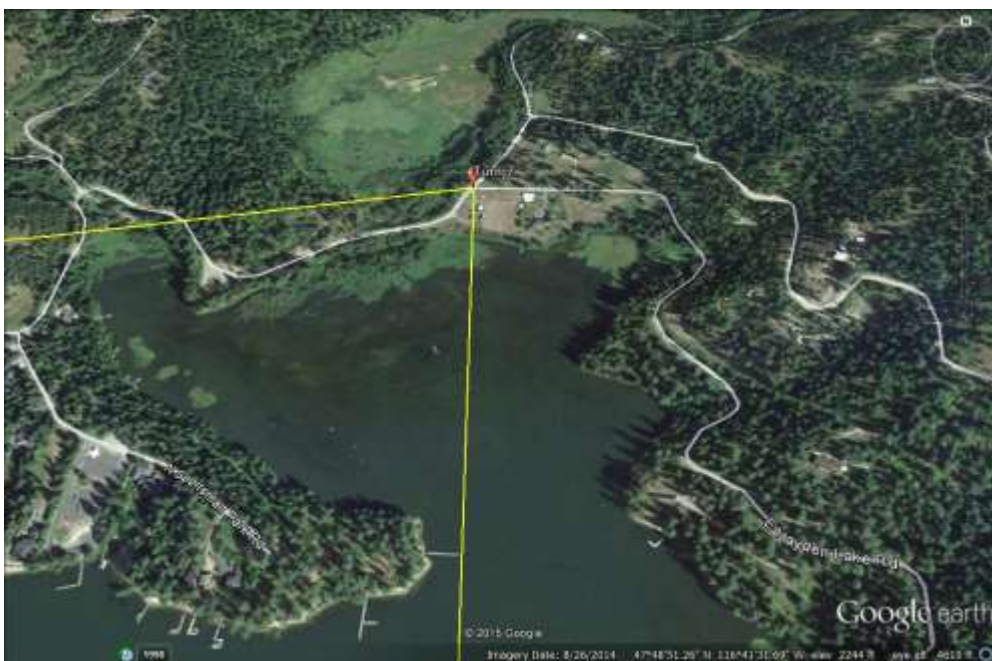
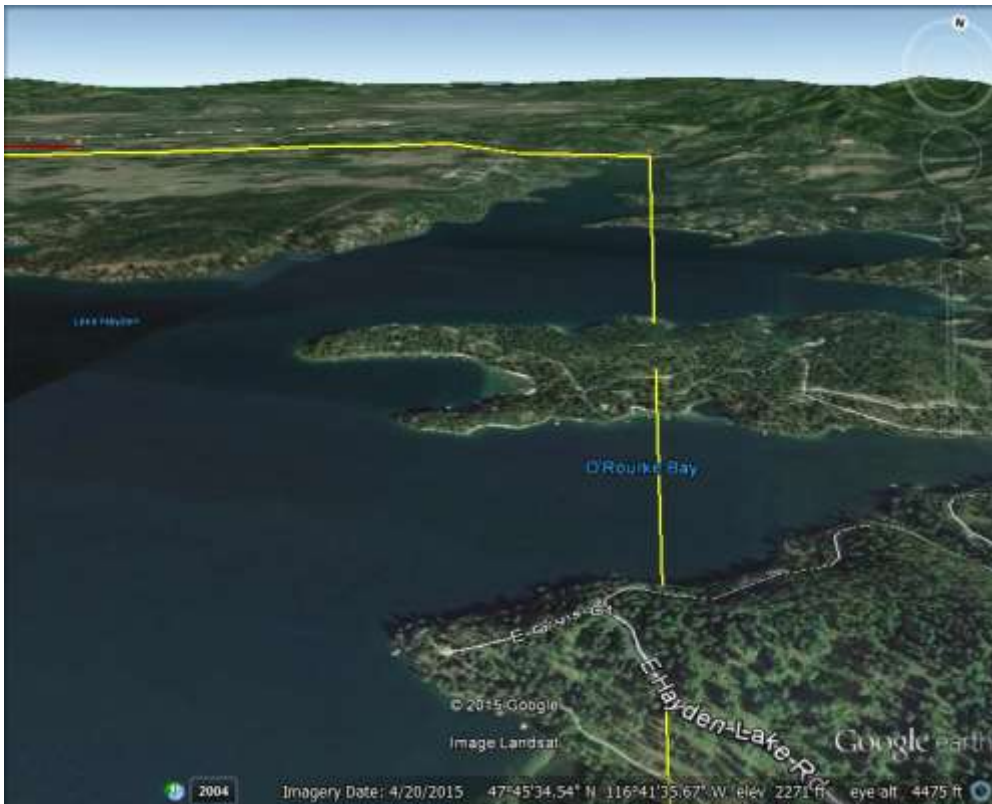
TURN 7 – INTERSECTION OF HAYDEN LAKE ROAD AND HAYDEN CREEK ROAD

(This is right at the North end of Hayden Lake)

Freq 118.225 (122.8 if tower not operating)

Radio call: Pappy tower, Race XX inbound, Turn 7.

Turn left to 239°



BE SURE YOU ARE ON TOWER FREQUENCY 118.22 (122.8) AT THE TURN!

Remember to watch for other traffic; Rwy 2-20 may be in use, and there may traffic in the pattern for Rwy 6 or 24!

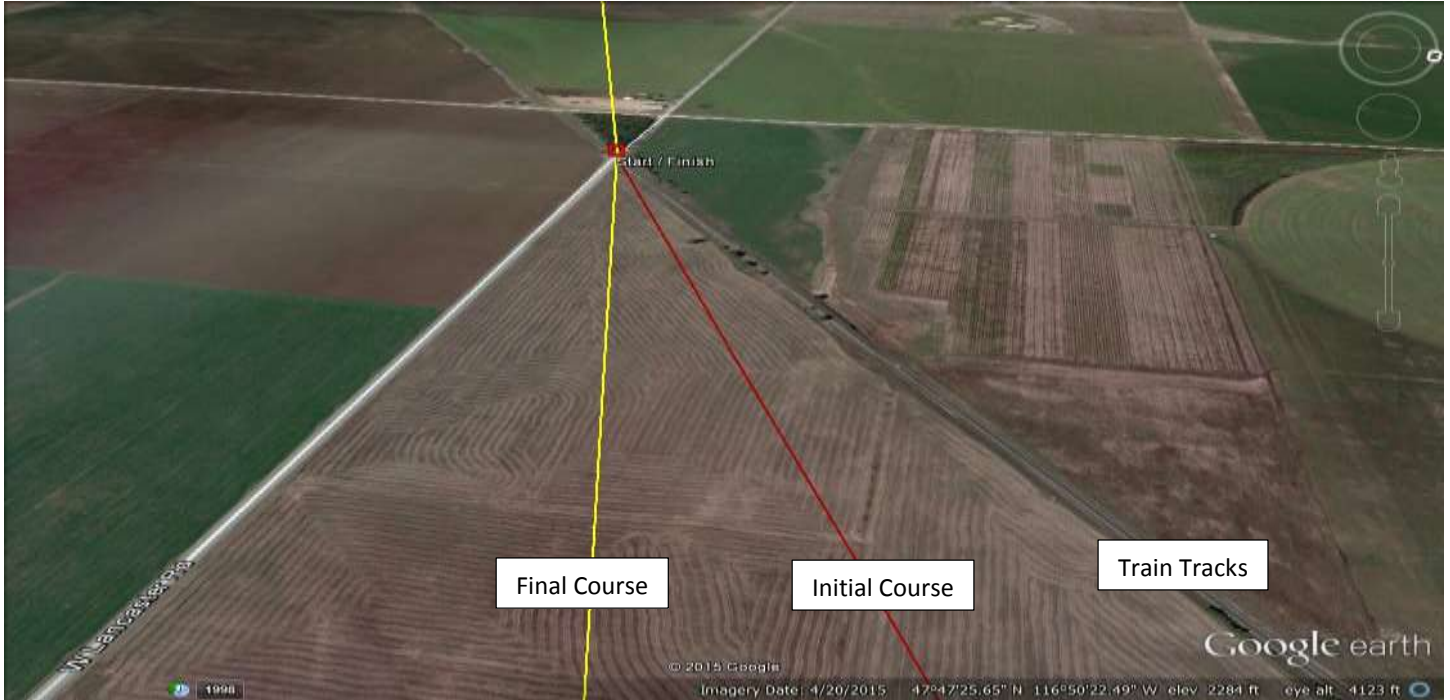
FINISH

The finish point is the intersection of Lancaster Road and the Train Tracks. Aim for the triangular clump of trees.

Freq 118.225 (122.8 if tower not operating)

Call **"Race xx Finish 1 mile"** One mile before the finish, and then **"Race xx Finish"** when you cross the finish line. **This is your finish call to alert the timers of the race order.**

Finish Altitude is preferable 2800 to get under any aircraft transiting the area from north to south at 3100 MSL or above. Be sure you are on 118.225 (122.8) for the finish.

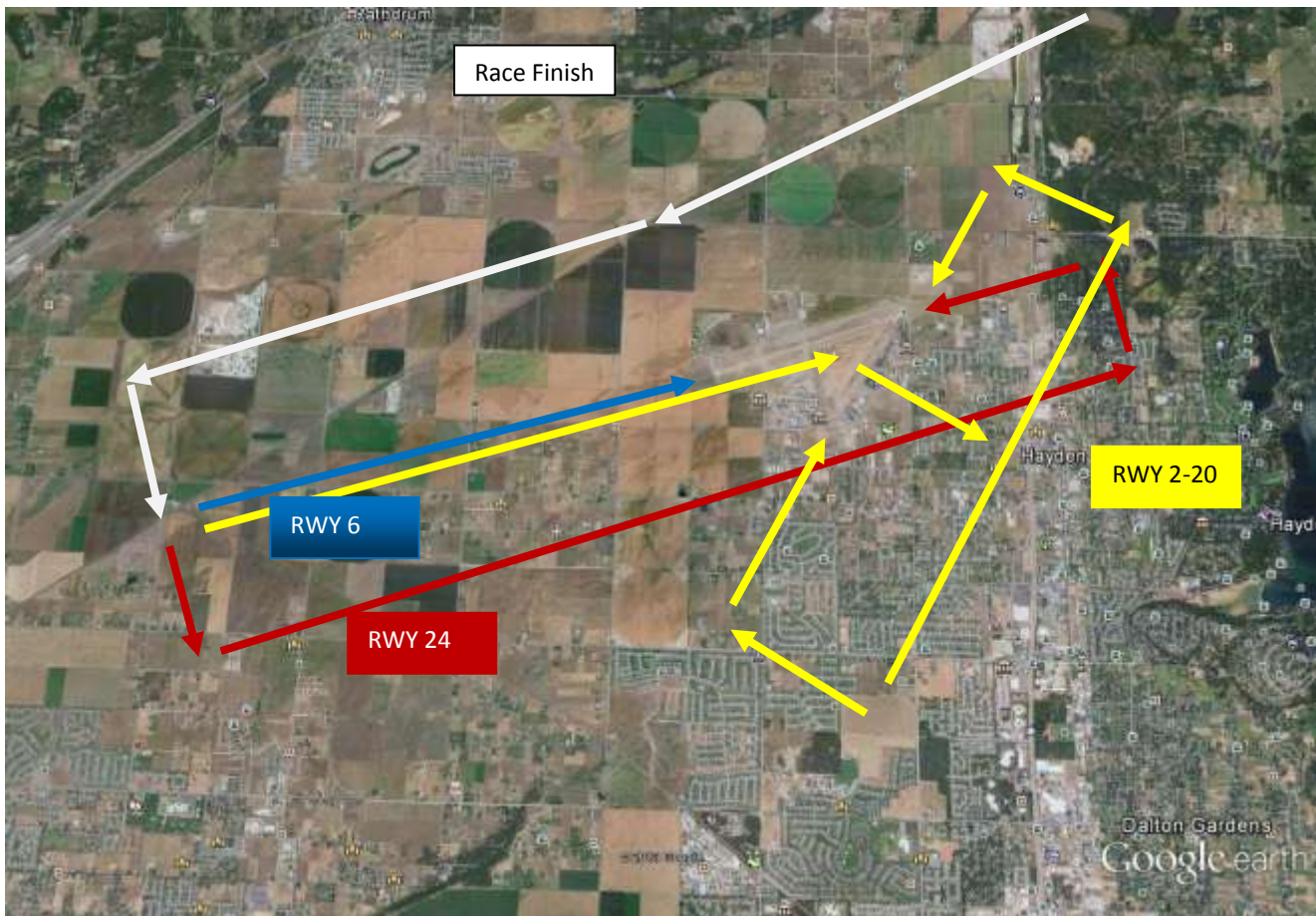


RECOVERY

Radio Calls: After finish fly straight ahead until SW of Rathdrum. At this point, contact tower on 118.225 and say”

Pappy tower, RACE XX 4 West, Landing. Follow tower instructions.

After you cross the finish line, adjust spacing as necessary to give plenty of room for the aircraft in front of you.



GROUND FREQUENCY IS 119.725 IF TOWER IS OPERATING

EMERGENCY PROCEDURES

PRECAUTIONARY LANDING

FLY THE AIRCRAFT!

RADIO CALL: ANNOUNCE **"RACE XX ABORTING RACE, LANDING AT XXX AIRPORT"**

FOLLOW UP PHONE CALL TO _____ (ANNOUNCED AT BRIEFING)

RACING TO CONTINUE ON COURSE FOR THE REST OF THE FIELD.

OFF AIRPORT LANDING

FLY THE AIRCRAFT UNTIL IT STOPS!

RADIO CALL IF POSSIBLE: ANNOUNCE **"MAYDAY, RACE XX, LOCATION, STATUS"**

Race is over if we have a MAYDAY. Remember who is ahead of you. If they call MAYDAY it is your responsibility to locate the aircraft, orbit overhead and provide communication on 122.8 if close enough to Coeur d'Alene. Stay with the downed aircraft if possible.

ORBITER RADIO CALL: ANNOUNCE **"KNOCK IT OFF"**

ALL OTHER RACERS MAINTAIN RADIO SILENCE AND RETURN TO COEUR D'ALENE.

RACE RULES AND SAFETY INFORMATION

1. This is a fun outlet for those who like to go fast and improve the efficiency and performance of our airplanes. The intent is not to win at all costs. Compete in the nature of good sportsmanship. Any actions or attitudes in opposition to this will result in disqualification.
2. All aircraft will be started according to the speed stated on their entry forms or previous SARL race history with the fastest speeds launched first to minimize passing on the course.
3. Coeur d'Alene Tower is 118.225 and it will be used for the start. After the start, change to race frequency 122.9 two (2) miles prior to turn 1. Announce turns, and announce any hazards you see such as hang gliders, etc. Be sure to state location of hazard.
4. You will be racing against the clock, not another aircraft.
5. It is the pilot's responsibility to operate his/her aircraft at a speed that is safe and will not cause structural failure or loss of control.
6. Race officials will signal engine start and direct aircraft to the runway in fastest to slowest speed order. Be fueled and ready for engine start prior to mandatory briefing.
7. Racers must not descend below 1,000 ft AGL while in the pattern area of all airport turn points. Non-airport turn point altitudes are governed by the FARs. Heads up for non-race traffic! If traffic is in the pattern at a turn airport at the time you approach, you have a choice to swing wide of the traffic pattern or climb well above the pattern altitude.

If you are observed passing through the airport traffic pattern at a low altitude you will be disqualified.

8. All pilots: Check your maps to find the closest airports and dirt fields closest to the race course. **Know them for your safety.**
9. Keep your radio tuned to race frequency 122.9 during the race. If you have a problem, climb and communicate!
10. When you get within ½ mile of a turn point announce the turn, e.g. "Race Three Nine One Turn One". The finish call is particularly important to give the timers a heads up that you are approaching and who you are.
11. Make your calls crisp, clear and short, to keep radio traffic to a minimum..
12. If any event occurs so that a racer needs to pass the aircraft in front of them, they must pass on the outside of the course. Do not try to pass in a turn unless you have sufficient closing speed. To pass in a turn you will be flying more air miles than the aircraft being overtaken. **The passing aircraft MUST maintain visual contact at all times!** Remember, the FARs state that the aircraft being passed has the right of way.
13. All FARs must be observed during the race. In particular, the minimum safe altitude FAR:
91.119 Minimum safe altitudes: General.
Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:
Anywhere. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.
14. HAVE FUN RUNNING THE RACE BUT KEEP IT SAFE! Any changes or additional details will be briefed before the race.

CONTACT INFORMATION

Thank you for registering! If you need anything during your visit to Coeur d'Alene call one of these cell numbers. We will be providing transportation to and from your hotel; there will also be shuttles from the airport to downtown for the wooden boat show after the race. We hope you enjoy your stay.

Brent Travis (208) 691-7472

Kristi Travis (208)-691-7473