

Rio Colorado Chapter
of the Ninety-Nines, Inc.

Havasu 600 Race Kit
Don and Tookie
Hensley
Memorial Air Race
4th Annual Air Race
November 7-9, 2019
Sedona AZ (KSEZ)
to Joe La Placa Memorial
airport (KHII)

Rio Colorado Chapter 99s: <http://www.riocolorado99s.org>

Havasu 600 Air Race: <http://www.havasu600.com>

General Instructions

<u>STARTING POINT:</u>	Sedona (KSEZ)	
<u>TERMINUS:</u>	Joe La Placa Memorial Airport, Lake Havasu, AZ (KHII)	
<u>ENROUTE FLY-BY'S</u>	Friday (11/8) Sedona (KSEZ) to fly by & fuel stop Sun Valley (A20) 137nm, to fly by and fuel stop Ryan Field Tucson (KRYN) 241nm Time stops and we overnight at Ryan Field Tucson AZ (KRYN)	
<u>OVERNIGHT STAY</u>	FRIDAY NIGHT <u>RON</u> AT RYAN (KRYN) Tucson AZ at Casino del Sol	
<u>ENROUTE FLY-BY'S</u>	Saturday (11/9) Fly by at KRYN to start time and proceed to fly by to land at Lake Havasu AZ (KHII) 216nm Total of 594.3 nm	
<u>DATES AND TIMES</u>	Impound opens	8:00 MST Thursday (11/7)
	Impound deadline	12:00MST Thursday (11/7)
	Takeoff Start	09:00 MST Friday (11/8)
	Deadline to Ryan	5:28 MST sunset Friday
	Takeoff Ryan	9:00 MST Saturday RON order
	Deadline to Finish	2:00MST Saturday (11/9)
	Cocktails/Awards Banquet 6:00/7:00pm MST Saturday	

ENTRY FEES AND INFORMATION

*Entry fee \$270.00 crew, pilot & right seat passenger/copilot (includes banquet for each)

\$70.00/ea backseat passengers (entry fee includes banquet ticket)

*Fees are mandatory to enter the Race. Entries must be postmarked no later than **October 7, 2019**

DOCUMENT SUBMITTAL/PAYMENT: Mail completed Application for Entry, Participation Agreement, and Certificate of Insurance along with Check (payable to Rio Colorado 99s) to:

Rio Colorado 99s c/o Pam Rudolph 1649 Linda Dr. Lake Havasu AZ 86403

Race numbers are assigned as completed entries are received. A Team may request a special number higher than 10. Requests for a special number for that year's race must be accompanied by a fee of \$25, and are considered on a first come, first served basis. If entry forms are incomplete, the fee is forfeited and the request denied.

HANDICAPS

Shannon Hicks-Hankins – Handicap co-ordinator

Upon receipt of your entry, you will be contacted about arranging the handicap flight

(928) 412-4529 shannon.aviatrix@gmail.com

You can go to www.havasu600.com and click the “Handicap” tab for instruction on how to prepare for the handicap, for yourself and the airplane, prior to talking to Shannon. You can download the procedures, take a look at the flight record form, and get your weight and balance form filled out.

All teams are assigned a handicap speed. In order to obtain a handicap, Teams must fly an acceptable Handicap flight for the current year’s race. Handicap flights must be completed prior to the day of impound. If your airplane was handicapped this year for the Air Race Classic, we will accept that speed for your handicap for the Havasu 600 Air Race.

If, at any time, new information is presented that calls into question the validity of the assigned handicap, the Pilot must make their airplane available for additional Handicap flights. The results of these flights may cause the handicap to change, either up or down. The Team will be disqualified if it is found that they willfully changed the airplane, after the Handicap Flight, to gain race advantage.

HOTEL INFORMATION

Hotel Reservation information as of May 8th 2019, rooms held till 10-6-19

Blocks of rooms have been reserved for race participants and we encourage you to make your hotel reservations as soon as possible. For the Start in **Sedona**, Sky Ranch Lodge, is accepting reservations for Single King or Double Queen Garden rooms for \$156.00/night plus tax. The deadline for Sky Ranch Lodge reservations is **Oct 6th 2019**. The group name is Havasu 600 and the phone number is 928-282-6400 ext 307

For the overnight in **Tucson**, the Casino Del is accepting reservations for Double Queen at \$114.00/night plus tax. The deadline for Casino Del Sol reservations is Oct 8th, 2019 or until the block is full, whichever comes first. The group name is Havasu 600 Annual Air Race, the phone number is 1-855-765-7829

At the Terminus in **Lake Havasu, AZ**, the Holiday Inn Express will be hosting us. The double queen room City View and King City View rate special is \$139 plus tax, Double Queen Bridge View rooms \$149.00 plus tax. The group code is HAV, name of group is Havasu 600. The phone number is 928-733-6388

RULES AND REGULATIONS

- A. The “Havasu 600” Air Race is a cross country air race, open to any pilot and limited to stock airplanes of not less than 100 horsepower nor more than 600 horsepower. The race will be flown during daylight hours under VFR conditions and in accordance with Federal Air Regulations.
- B. The winner will be that airplane which averages the highest ground speed in relation to its “handicap” speed. The winner cannot be determined until after all airplanes have crossed the finish line and their average speeds for the entire course have been computed by Race Officials.

C. PILOT & PASSENGER QUALIFICATIONS

1. Participation is open to any pilot.
2. Passengers must be at least 16 years old. No pets allowed on the race.
3. Pilots must have a private certificate or better, at least one pilot must have 100 hours of total time
4. All Pilots must bring with them to impound the following valid certifications:
 - A) Airmen’s certificate
 - B) Current Medical certificate or BasicMed
 - C) Logbook with Flight Review entry
 - D) Photo ID

D. AIRPLANE ELIGIBILITY - COMPETITION CLASS

1. The race is limited to STOCK airplanes certified in the normal or utility category with non-supercharged, non-turbo, engines of not less than 100 hp nor more than 600 hp. Airplanes shall be manufactured under an FAA Type Certificate in compliance with FAR or Part 23 and shall conform to manufacturer’s and FAA specifications, with *a current Airworthiness Certificate*. The maximum continuous horsepower of the engine must not exceed manufacturers or FAA rated horsepower for the combination airframe and engine as stated in application for entry.
 - a) All components and equipment, modifications and alterations must be listed in the FAA Airworthiness Specifications, Type Certificate Data Sheets, Supplemental Type Certificate Lists, or approved on any other basis acceptable to the Administrator.
2. All rigging must be in accordance with FAA and manufacturer’s specifications. Streamlining by means of tape, caulking, etc, is not permitted, nor is the removal or stripping of any standard furnishings or equipment. Cylinders of crankshafts which have been chrome plated during overhaul or approved standard oversize rings and pistons shall be permissible so long as maximum horsepower as stated in the Application for Entry is not exceeded.
3. All airplanes must have a current FAA Annual Inspection with the proper notation made in the log book and signed by a qualified mechanic or designated inspector. The Aircraft Inspection and Required Document list must be completed and brought to impound (with required documents)
4. The following certificates must be up to date and valid and carried in the airplane:
 - A) Airworthiness Certificate
 - B) Registration Certificate
 - C) Weight and Balance Data

- D) Current FAA approved flight manual, placards listing, instrument markings or any combination thereof, containing each operating limitation prescribed for the aircraft by the Administrator
- E) Copies of Aircraft and Engine logbooks, current with annual inspection entry, 100 hour inspection, if applicable, and evidence of compliance and applicable AD notes. Also recent test date and inspection of ELT
- F) Form 337, if applicable

E. AIRPLANE ELIGIBILITY – NON COMPETITION

A Team may enter the Non-Competition Class for a fun, self-paced cross country experience, or to fly an airplane that does not qualify in Competition Class. The Pilot and Passengers must meet the section C, 1-4, requirements. A Team must follow all Rules and pay applicable Fees. The airplane must meet requirements for entry, inspections, and impound, however the airplane may have a turbocharged or supercharged piston engine, or be an experimental, or homebuilt. The Team is not eligible for Competition Class prizes. The Team cannot change from Competition to Non-Competition after Start Take-off.

F. APPLICATION FOR ENTRY

1. Application for entry must be filled out and forwarded with the entry fee. Pilot, co-pilot, and passenger entry fee includes the banquet ticket. Additional banquet tickets may be purchased for \$40.
2. Checks, should be made payable to the “Rio Colorado 99s” Please mail to:

Rio Colorado 99s c/o Pam Rudolph 1649 Linda Drive, Lake Havasu AZ 86403

3. All entries must be postmarked no later than October 7, 2019
4. Race numbers will be assigned in the order that the completed applications are received.
 - A) Special requests will be considered for a higher number that would normally be assigned on the day the entry is received. The request for a special number must accompany the entry fee, with an additional \$25 fee. No request for numbers will be accepted prior to receipt of entry.
 - B) It will be the responsibility of the pilot to have the number placed on BOTH SIDES of the fuselage or tail **BEFORE BRINGING THE AIRPLANE TO IMPOUND** (the spotters have a preference of numbers on the cowl, for ease of spotting)
 - C) Race numbers should be at least 18 inches high, and the bar of the numerals at least 3 inches wide and located on the airplane so that they will be clearly visible on fly-by. If the number is unreadable, you may be disqualified, as the timer may not have your proper scoring at the terminus.
 - D) Black on a white background is the most desirable color for the numbers. But any solid color that is in complete contrast with the colors on the airplane and easily distinguishable from the aircraft trim will be acceptable.
 - E) Race number must not be placed on any balanced control surface (rudder, aileron, or elevator) unless there has been proper maintenance rebalancing or release documentation after application.
5. **ENTRY FEES ARE NOT RETURNABLE.** The Race Officials reserves the right to refuse an application for entry. In this event, the entry fee will be refunded.

G. IMPOUND AND INSPECTION OF AIRPLANES

1. Impound deadline will be 12 noon (MST) Thursday. Tanks must be topped off at this time. “Top Off” is defined as full tanks per Flight Manual Specifications. If aircraft is modified with extended range or auxiliary tanks or tip tanks, fueling these tanks is at pilot’s discretion.

2. All pilots, copilots, and passengers are requested to register immediately upon arrival and in no case later than 1pm the day of Impound Deadline.

3. If an entrant is unavoidably delayed, please notify Mission Control, Shannon Hicks, by phone 928-412-4529, prior to Impound Deadline and upon arrival, shall submit a valid reason for being late. The Race Committee Judges reserve the right to disqualify any late team. In addition, the following requirements must be met for entry into the race.

a) airplane must pass final inspection by 1:00pm (PST) Thursday

b) pilots must attend all briefings as scheduled

c) the pilot’s request to enter the race must be approved by the Race Officials

4. Airplanes will be inspected by Race Officials to determine that they conform to specifications and the Rules and Regulations as set forth herein. Each pilot must be present during the inspection of their aircraft.

5. No airplane can be approved by the Race Committee Judges until all work on the airplane is completed and provided it passes final Inspection Closing Deadline.

6. After inspection, no one will be permitted to make any repairs or alterations to the airplane.

H. INSURANCE, CLAIMS, ETC

1. Each contestant must carry a minimum of \$1,000,000 bodily injury liability on the airplane flown. Each contestant is required to file a Certificate of Insurance with the Race Officials along with Application for Entry forms. This Certificate of Insurance must contain a ten (10) day cancellation clause.

2. No pilot, copilot, passenger, or volunteer shall have any claims for damages, expenses, or liability against the Rio Colorado Chapter of the Ninety-Nines, or any of its committees, the cities of the Start, Overnight, or Terminus or any other connected with the race by reason of disqualification of either the airplane or the pilot or for any other reasons. All participants will sign a Waiver at the start releasing all those connected with the race from any and all claims. There shall be no claims for damages, expenses, or liability against any of the cities used as designated stops along the route.

3. Airplanes shall be impounded before and after the race at the owner’s risk. Precautions will be taken, but neither the Race Officials, the Race Committee Judges, the cities of the Start, Overnight, and Terminus, nor enroute stops, or any other ones connected with the race will assume responsibility for fire, theft, windstorm, or any Act of God. It is the responsibility of the pilot to supervise, inspect and approve the tie down of their airplane.

4. Anyone leaving unpaid bills which were acquired prior to, during, or at any time in connection with the race **will be disqualified.**

I. OPERATION OF THE RACE

1. Impound Deadline will be 12:00 noon (MST) Thursday before the race take-off at Sedona airport in Sedona, AZ. Volunteers will direct all contestants to the impound area if you announce yourselves as “Havasu Racer #_” contestants and have your race numbers in place on the airplane.

2. The race will start at 9:00am (MST) Friday in Sedona (KSEZ) and will terminate on Saturday at 2:00pm (MST) in Lake Havasu AZ. Scores will be announced at the banquet Saturday evening.

3. It will be the responsibility of the pilot to make all reservations before the start of the race, such as hotels, and banquet tickets for guests. Pilot, copilot, and passenger banquet meals are included in the Entry fee. Additional banquet tickets can be purchased when registering.

4. All flying will be done under VFR conditions and in accordance with FAR’s during the hours between official sunrise and official sunset. Any contestant found to have violated any part of the FAR’s or flown under IFR conditions will be disqualified.

5. It will be the responsibility of the pilot to have all necessary charts for the race.

6. Timing of a contestant will begin when flying by the timing line at the Start and will end when flying by the timing line at all stops. At intermediate stops, aircraft will take off and make a fly by for timing, per specific instructions received at the pilot’s briefing.

7. All timing will be done by official Timers appointed by Race Committee Judges

8. Decision of the Race Committee Judges will be final.

9. In the event of situations arising which are not covered in these Rules and Regulations, the decision of the Race Committee Judges will be final.

10. Your own good judgment and good sportsmanship are vital. All persons working with the race are doing their best to make it safe, successful, and efficient. Please be patient and courteous at all times.

J. PILOT BRIEFING

1. All participants must attend the safety briefing and will be informed at Impound Registration of the time and place of meeting.

2. All pilots are required to obtain a current FAA approved weather briefing the morning of takeoff.

K. MISCELLANEOUS

1. Take off at the Start will be in order of race number. If an airplane is unable to take off in proper sequence, it may not again attempt take off until the last plane ready in sequence has departed. Aircraft experiencing mechanical difficulty will be allowed until one (1) hour after the last aircraft has departed to make ready for takeoff.
2. Repair and maintenance work enroute shall be entered in the proper logbook(s) and inspection of any such work will be made at the end of the race. Engine replacement during the race is not permissible. Seriously.
3. In the case of adverse weather, Mission Control shall have the authority to extend the deadline to finish, or to delay the takeoff time at start, or change the route.
4. It is the responsibility of each pilot to check with Mission Control at the en-route stops regarding any deadline extension.
5. Either certificated pilot may act as Pilot-in-Command, as agreed between the two, and may fly alternate legs as desired, provided the required pilot documentation has been submitted and approved by the Race Officials.
6. In the event a pilot is unable to finish the race, contact Mission Control as soon as practical. No refunds will be given.
7. All contestants will RON (remain overnight) at the designated airport as outlined in the race route. A RON at any other airport is justification for disqualification.
8. A pilot may land at an undesignated stop for fuel or in an emergency and not be disqualified providing they meet the deadline to finish at the terminus. However, that time spent on the ground will be included in the total time, until clocked at an official designated timers stop.
9. In the event that any race team is unable to complete the race to its terminus due to proven aircraft mechanical problems, the Race Committee Judges may award trophies to the crew or crews who have the highest appropriate scores on the first and/or second legs of the race.
10. Relations or friends of a particular contestant will not be able to fly along the race route or be at the official stops unless cleared by the race committee. **IMPORTANT:** The contestant could otherwise be disqualified from the race.
11. Decisions of the Judges are final. Comments and suggestions for future races are always welcome.

IN ORDER TO MAKE THIS EVENT A CREDIT TO ALL MEN AND WOMEN IN AVIATION, SAFETY AND SPORTSMANSHIP MUST BE THE PRIMARY CONSIDERATION, AT ALL TIMES.