

2015 Ben Lowell Aerobatic Contest – Pilot’s Guide

April 22, 2015

Introduction

Thank you for signing up for the 2015 Ben Lowell Aerial Confrontation. We’ve had a tremendous response this year and it promises to be a really big, busy, and fun event.

IAC Contest Checklist

Please review this page to make sure you have everything you’ll need: <https://www.iac.org/contest-checklist>

Schedule

Friday 4/24:

- 0800: The field opens to arrivals
- 1000: Practice begins, goes until approx 1800

Saturday 4/25:

- 0600: Sack breakfasts are available at the Embassy Suites, along with coffee and juice
- 0630: Van pick-up at the Embassy Suites for competitors and volunteers
- 0700: Contest briefing, at the Midfield Hangar
- 0800 (approx): Competition flying begins, goes until 1800
- 1845: Van pick-up at the Midfield Hangar to the banquet at Ike’s Gill
- 2100: Van from banquet to Embassy Suites

Sunday 4/26:

- 0600: Sack breakfasts are available at the Embassy Suites, along with coffee and juice
- 0630: Van pick-up at the Embassy Suites for competitors and volunteers
- 0700: Contest briefing, at the Midfield Hangar
- 0800 (approx): Competition flying begins, goes until 1500
- 1530: Awards ceremony
- 1600: Competitors begin to depart

Arrival Procedures

Have your landing permit number with you in the cockpit in case the tower asks for it. (The list of permit numbers appears at the end of this document.)

We recommend that you file a VFR flight plan, but it is not mandatory. If you do file, please include your permit number in the Remarks section. Note: You must file a flight plan prior to departure on Sunday.

Beyond that, operating at Academy Field (KAFF) is much like any towered airport:

- Monitor ATIS on 128.52 well outside the Class D

- Contact Academy Tower at 124.15 at least 5NM out for sequencing. Give the tower your PPR number if asked.
- Expect landing on Runway 34C/16C.
- Contact Academy Ground on 118.12 for taxi to the Midfield Hangar.
- USE CAUTION! The aerobatic box is directly over the north end of the runways and will likely be active when you arrive.
- Be prepared to hold. Tower may not allow you to land until the aerobatic box is cold.
- *Be sure to close your flight plan after arrival.*

Academy Field has three parallel runways oriented 16-34. Runway 8/26 is also available for significant crosswind situations and emergencies. If you need to land at an alternate airport, KCOS (Colorado Springs Muni.) is 12nm south-southeast and KFLY (Meadow Lake) is 12nm to the east.

Registration

Registration tables will be set up in the Midfield Hangar, just north of the control tower (see diagram.)

Please check in upon arrival, complete your forms, get your T-shirt, and pay for meals. You will also be asked to fill out a form for fuel purchases.

Then find a tech inspector to go over your aircraft, and return the signed inspection form to the Registrar. Once you've been tech'd you may sign up for a practice slot.

Fuel

The fuel farm is located in the SE quadrant of the field, directly east of the Runway 34R numbers (see diagram). This is a movement area, so you'll need to coordinate with Ground on 118.12.

Please fuel up well in advance of your next flight. The fuel farm may get quite busy, and you don't want to be the pilot who holds up the contest.

We should have sufficient fuel available, but if possible please arrive with your X-C tank(s) empty and your acro tank full. And on Sunday, take just what you need for a safe first leg plus reserves.

Hangar

The Midfield Hangar is huge, but we're expecting 30+ powered aircraft and will still have to pack them carefully.

Please bring chocks for safety when your aircraft is outside, oil, towels, and something to catch drips from the "snot tube". The hangar is kept very clean, and we don't want to leave any airplane goo behind.

There are restroom facilities in the hangar.

Practice

You must complete the tech inspection prior to practicing.

Practice slots are ten minutes in length, assigned on a first-come, first-served basis. Due to the large number of competitors, you should only expect one practice opportunity.

Please start strapping in 20 minutes prior – it takes a while to taxi out, take off, and climb to the hold. After practicing, top off fuel and put your aircraft in the hangar. (We will have folks to help with the pushing & packing.)

Contest Operations

In order to get everyone as many flights as possible, we're going to push the pace as much as we can consistent with safety. Special measures will include:

- Mixing of powered & gliders
- Mixing of categories
- Working through lunch – meals will be delivered to the judges' line
- Transporting the next judging team to the line several flights before end of the prior group
- As many as five aircraft in the "contest flow" at once: one pilot strapping in, one firing up and taxiing, one holding for departure, one holding aloft, and one in the box. This means that you and your plane need to be at the starting line at least five competitors before your assigned position.

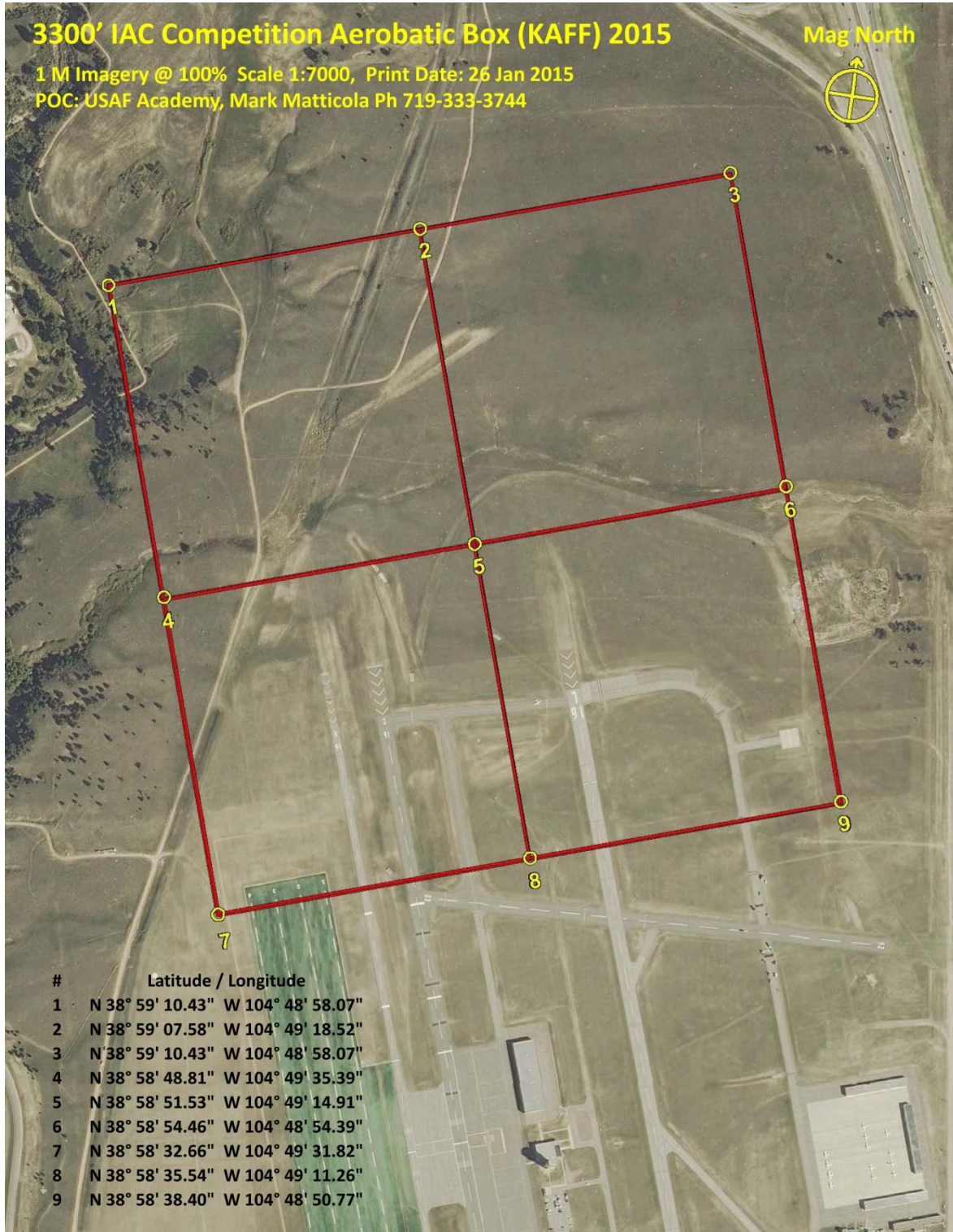
You can help us tremendously by staying "ahead of the curve": think about what's coming next and what you need to do to be prepared. Don't worry if you're new to competition, we'll assign a buddy to help you.

Mechanical Problems

We will have two A&P/IA mechanics on site, with tools, in case you need a field repair. However parts will be very limited so you might want to bring a few screws (yes, Pitts drivers, this means you), a spare tube, etc.

The Box

The Y axis is parallel to the N-S runways and roughly parallel to I-25. The judges' line is on the south side of the box looking north. So the X axis runs roughly E-W, and the official wind – which dictates your direction of flight – will either be from the East or (more likely) the West.



Food

Breakfast

Because the breakfast service doesn't start until 0700 – the same time as our briefings – the Embassy Suites will provide a boxed breakfast for all pilots and volunteers. Family and friends who don't need to leave quite so early can enjoy the full breakfast service.

Lunches

We will take lunch orders for you and your guests at registration time. Over the three days, we will serve grill food, pizza, and subs – not necessarily in that order. Please tell the registration crew if you have any special dietary requirements.

Dinners

Everyone is on their own for dinner on Friday night. There are several restaurants within a short walk of the Embassy Suites. Then banquet will be Saturday night starting at 1900.

WX Considerations

Dress in layers. If you're from out of town you might be surprised to learn that temperature swings of 40-50°F in a single day are pretty common. Hats and windbreakers are highly recommended, and sunscreen is a must.

Hydration is another must. The combination of very low humidity and high elevation can dry you out very quickly, resulting in fatigue and a greatly increased risk of G-LOC. We will have plenty of water on hand, so don't be shy. If your pee has more than a hint of color, it's time to top up again.

IAC wind limits are 25 knots of total wind, or 20 knots of crosswind component. Note: 20kts is greater than the demonstrated x-wind capability for many aircraft types! If you don't feel safe, don't fly! We will do our best to slot you back into the rotation, with no penalty, if/when the wind subsides.

Because of the field elevation, each pilot is allowed one unpenalized interruption per flight. In addition there will be no penalties for flying above the top of the box (aka "high calls") – if we can see you, we'll judge you. On the other hand we take low calls very seriously; if in doubt, take a break and climb back up.

Landing Permits

Apfelbaum, Jonathan	AFF 15-21BB
Baker, Greg	AFF-15-09BB
Bevington, Dick	In Process
Buckley, Bob	AFF 15-27BB
Cavan, Sean	AFF 15-24BB
Condon, Casey	AFF 15-28BB
Connolly, Marc	AFF 15-12BB
Coggin, Patric	AFF 15-33BB
Cronin, John	AFF 15-04BB
Cupps, Nate	AFF 15-21BB

Dawson, Gary	AFF 15-14BB
Dillis, Chris	AFF 15-24BB
Doyle, Pat	AFF 15-15BB
Duren, Ron	AFF 15-22BB
Edwards, Thomas	AFF 15-36BB
Fennell, Dick	AFF 15-20BB
Forney, Michael	AFF 15-19BB
Freeman, Bob	AFF 15-17BB
Gabrielle, Carey	AFF 15-28BB
Gatlin, Tanya	AFF 15-21BB
Gelinas, Peter	AFF 15-36BB
Gerner, Andre	AFF 15-02BB
Gerner, Joseph	AFF 15-02BB
Gottron, Greg	AFF 15-25BB
Hancock, Barry	AFF 15-03BB
Keiser, Jack	AFF 15-05BB
Kelly, Erin	AFF 15-39BB
Kendall, Kris	AFF 15-21BB
Koerbel, Duncan	AFF 15-21BB
Kress, Dagmar	AFF 15-21BB
Larkin, Tom	AFF 15-10BB
Lents, Michael	AFF 15-32BB
Lovell, Douglas	AFF 15-16BB
McEntee, Chris	AFF 15-24BB
Meeks, Casey	AFF 15-23BB
Miller, David	AFF 15-28BB
Molny, DJ	AFF 15-16BB
Puckett, Jeff	AFF 15-07BB
Raphael, Dennis	AFF 15-30BB
Schultz, Chris	AFF 15-24BB
Shpakow, Thomas	AFF 15-11BB
Stoops, Lloyd	AFF 15-13BB
Whitmer, Dennis	AFF 15-01BB
Whitney, JD	AFF 15-36BB