KR Gathering Performance Evaluation
(Preliminary)

Sportsman Air Racing will time the event and post the results. The top three fastest times will receive an award and certificate of completion that states their average course speed. Every entrant will receive a certificate of completion as well.

Cost to participate:
Free, as this is not a race. It is a fun to fly performance evaluation that will follow all FAR's and regulations.

Who is welcome to participate:
KR Aircraft or KR based aircraft.

Proposed Course:
The course covers a total of 97nm. It departs from MVN, flies over two turns and ends at MVN. Both turns would be "gentleman's" turns, meaning there will be no spotters and we rely on the pilot's honesty to have made the turn properly.

The aircraft will depart MVN in short intervals, fastest to slowest to minimize passing and increase safety during the evaluation. The evaluation will have a minimum altitude requirement of 2500' to avoid traffic conflicts at the turn airports and finish line.
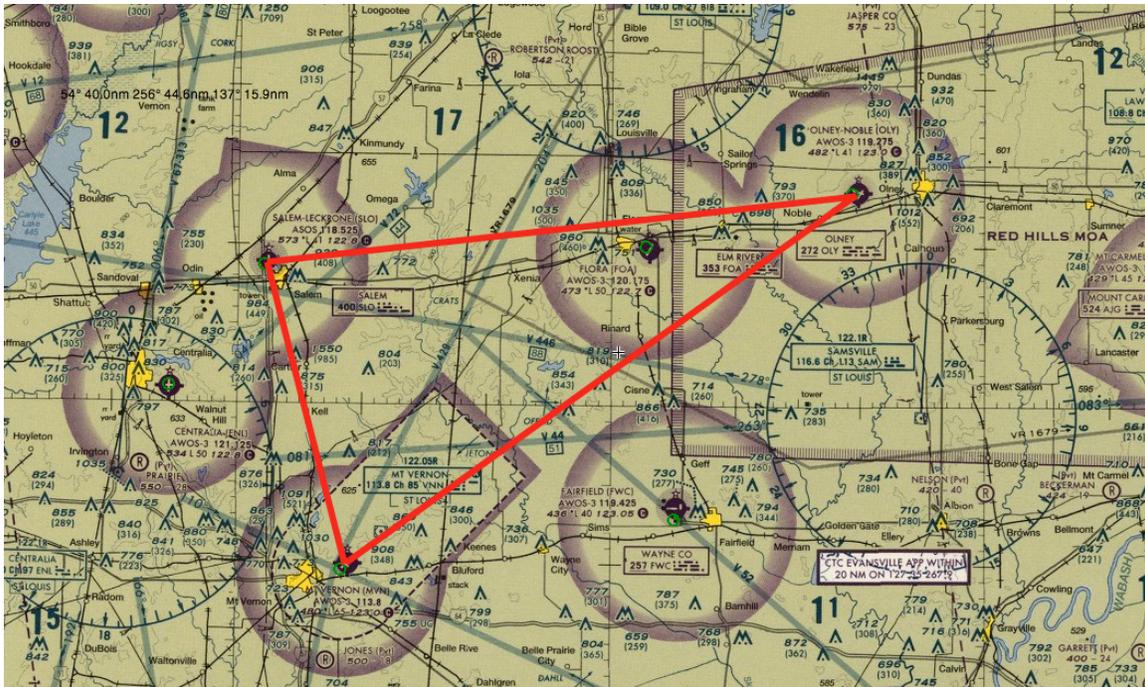
Start: MVN Mount Vernon Airport -- 54°*(53°T)* 40.0nm
Turn 1: OLY Olney-Noble Airport -- 265°*(263°T)* 37.2nm
Turn 2: SLO Salem-Leckrone Airport -- 166°*(165°T)* 19.8nm
Finish: Mount Vernon Airport

Total Distance: 97nm

KR Gathering Performance Evaluation Briefing Notes

(Preliminary)

General
- Pick an appropriate frequency to monitor and talk on during the evaluation. Pick one that is not typically used by other area airports.
- There is no NOTAM for this evaluation. All laws and FAR's must be followed at all times.

Preflight
- Perform a through preflight including fuel quantity checks

Staging
- Fastest aircraft stage in order and depart first. Ask participants what TAS they are expecting to run at.
- Stage airplanes in order of takeoff prior to race on the departure taxiway.

Departure
- Release planes for takeoff only after the aircraft in front of them is off of the runway.
- Timing starts at the <u>end of</u> departure runway.

In route
- Eval planes are to tell each other if they are going to pass before doing so.

- Fly the course at a minimum of 2500' MSL to avoid traffic patters and the pylon turn airports.
- Pylon at OLY will be the number "21" on the end of runway 21.
- Pylon at SLO will be the number "18" on runway 18.
- Pylon turns are "on your honor".
- Proper pylon turns do not fly directly over the point.
- Do not pass during the turns.

Finish
- The finish line will be the numbers of the original departure runway.
- Call the finish line 10 miles out. State position and call sign, declare if you have passed anyone and who it was.
- Report position at 5 miles and 1 mile out.
- When you fly over the finish line, the timing crew will say "N1234A, finish check".
- Proceed with a normal landing at MVN

Recovery
- Again, there is no NOTAM. You must follow normal procedures for landing at MVN
- Keep in mind that other aircraft may be finishing while you are in the pattern.

Emergency
- Follow normal emergency procedures.
- If time permits, inform other pilots on the eval frequency of your issue/emergency.
- Safety Notes
- Obey all FAR's and laws at all times
- Do not fly your aircraft "harder" that you have previously test it. Resist the temptation to use more power than you know you can safely.
- Keep your eyes focused outside of the cockpit. Watch for other aircraft.
- If at anytime you fell unsafe or you have problems, be encouraged to drop out of the eval. Call the eval frequency and let the other pilots and timing crew know what is going on. If necessary, use 121.50 to declare an emergency.