Mount Washington Regional Airport Fly In 2019
Saturday June 29 (Rain date Sunday June 30)

TAKE OFF - BOMB DROP - SPOT LANDING CONTEST RULES
ALL PILOTS WISHING TO PARTICIPATE MUST ATTEND PILOT BRIEFING

Entry Fee of $ 5 per plane, per contest, payable before the pilot briefing.

A RADIO IS REQUIRED. Use frequency 122.8 on the airport or in the pattern. **If, at anytime, you lose radio contact with the Air Boss….move your airplane to a different position and call again. If you still do not hear the Air Boss then look for traffic, announce your intentions and proceed.**

The person communicating with the aircraft is not functioning as a controller, but in an advisory capacity. The event advisor answers questions from pilots, coordinates and stages aircraft, and provides information of known traffic, time permitting, but gives no clearances.

The safety of each flight is the pilot's responsibility and participation in ant event is an acknowledgement by the pilot he is solely responsible for the safety of the flight.

These events are intended to be friendly competitions between pilots having a wide variety of skill levels. **SAFETY** and **SPORTSMANSHIP** should be the priority of each pilot.

If traffic conditions warrant "going around," then go around and you will be given another opportunity to compete the event. Make **SAFETY** your first concern. We are not in a hurry. We will try to be efficient, but safety will be our first concern.

The judges are volunteers and do the best they can in all circumstances. Your cooperation and patience is greatly appreciated. Prizes will be awarded!

TAKE OFF
The AIR BOSS will announce the start of the contest at the scheduled time. Aircraft will call the Air Boss for taxi to the runway. When you are number one for takeoff call the Air Boss. The Air Boss will give you "Line up and wait" command. When you announce that you are ready, the Air Boss will give you the command "Ready…….GO!" You will be timed from that point till the main gear is completely

off the runway. When able and after crossing the departure end of the runway, enter a normal traffic pattern for the airport.

BOMB DROP

There will be two bomb drops per flight. When airborne, fall into line in the pattern and maintain visual contact with other traffic at all times. Use 800-1000ft AGL in the traffic pattern. Begin your descent turning final for the runway. **DO NOT DESCEND BELOW 50 ft AGL FOR THE BOMB DROP.** Turning final, radio the Air Boss your call sign. Example: "Air Boss, Maverick on final for bomb drop." Air Boss will reply, "Maverick, proceed with bomb drop." The target will be identified at the pilots briefing. Descend to 50ft, drop your bomb and then climb back to pattern altitude (800-1000ft AGL) and repeat for second run. If for any reason you need to go around then do so, the Air Boss will give you every opportunity to complete your bomb drops. SAFETY is #1 PRIORITY!

SPOT LANDING

After second bomb drop, climb back to pattern altitude and fall into line for the Spot Landing Contest. Turning final, radio the Air Boss your call sign. Example: "Air Boss, Ice Man on final for Spot Landing." The Air Boss will reply, "Ice Man, proceed with Spot Landing." Make your approach to the runway. Landings prior to the line will not count, only landings on or beyond the line will be measured. Measurements will be made from the line to where the main gear touches down. Bounces will be measured from where bouncing stops. Only fixed wing aircraft with landing speed of 30 mph or more are eligible. No rotary wing A/C, PPG's or ultra lights.