

Regional Aircraft Course Event

“Cottonwood Cup”



Date: June 27, 2009.

Time: 7 AM to the end of the last class.

Location: Cottonwood Airport (1C8) 5105 West Auburn St. Rockford IL.

Contact Person for this event is

EAA Chapter 22 V.P Jeff Bonaguro Phone 815-877-8849 or Cell 815-871-6297

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More information as it becomes available will be posted on the chapter web site EAA22.org

Sun up to the beginning of the event, free breakfast and sign up. Please stop at the EAA hanger and sign up early, enjoy breakfast and attend the briefing for your event.

The grill will be fired up at lunchtime so stay and enjoy the morning with EAA 22.

The slower aircraft will be starting their event at approximately 8 am. This will be Powered Parachute followed by Ultralights Weight Shift Control (Trike's) Light Sport Airplanes, Factory 2 seat, Factory 4 seat, RV Class. Classes to be added as needed.

We would like you to try and arrive early or after a class departed and before it returns.

The intent of this event is to offer a friendly, fun, non-professional course event for pilots to hone their flying skills. The watchwords of the event are Fun and Safety.

Local EAA chapter 22 is your host. There are no paid organizational positions. The Event consists of a volunteer Chairman and other volunteer positions. Volunteers support all events positions so be kind we are trying to have a safe fun day. The only event entry costs are to cover the cost of the events participant's tee shirts.

Event Number is your N number of your aircraft; Ultralights will be assigned an event number or name.

Please come to the EAA hanger at Cottonwood to sign up/ check in if you sent in your entry form and have a free breakfast on EAA chapter 22.



Regional Aircraft Course Event continued.

This is our first **Regional Aircraft Course Event**, we hope to see it grown and give pilots the experience to do a more advanced event in the future.

All FAR's apply.

Airspace

At all time remain outside of the Chicago-Rockford (RFD) Airport airspace and remember look for event aircraft and non-event aircraft.

Radio

Cottonwood's frequency is 122.8; everyone should remain on this freq. Listen and keep the frequency as clear as possible. Call before entering the down wind leg so the judges can record your time at the finish.

Safety

Everyone is to be on the lookout for safety, propellers will be turning, aircraft moving and our coffee is hot.

Notes: Tall towers approximately 1 mile west of the field.

All of Cottonwoods downwind legs are to the west of the runway (18 right and 36 left)

Attend the short briefing before your class event.

Fuel

Three types of fuel are available at Cottonwood 100LL, Auto 87 and Auto 93 all are no alcohol. Bring cash or check and your own oil.

Officials

Our most experienced members fill judge positions; the head judge will be the final authority in any dispute. Remember safety is number one followed closely by fun.

Distance

The length of the typical course runs from 10 to 100 miles. The distance is based on the speed of the class you are in. Most participants will finish in about ½ hour.

Turn Points

The minimum altitude 1000 AGL minimum above a town and the 500-foot separation above all others by the FAR's.



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Course

The same line is to be used for both the **start** and **finish line**. The line will cross approximately the mid point of the runway and we will visually extend it out to the down wind leg.

A center point on the runway will be the **start line**, perform your preflight before entering the active runway and when signaled it is your turn go enter the active runway, it is the Pilots responsibility to look for traffic at all times, your start time does not started until you cross the **start line** so no penalty for being safe. If you are waved off the runway it maybe an aircraft needing to land quickly or returning without a radio call so just move to the side of the runway.

If traffic or other hazard exists wait, think of wake turbulence for the aircraft departing before you.

Typically aircraft will be launched at 60-second intervals.

We will leave a safety zone between last launch and first arrival in each class.

The course is a simple triangle, take off is at Cottonwood Airport (1C8) fly to the first turn point, then to the second turn point returning to Cottonwood Airport (1C8). The **finish line** is in the down wind leg for the runway being used and in line with the starting point approximately the center of the runway. All of Cottonwoods downwind legs are to the west of the runway (18 right and 36 left)

If space permits you can enter the pattern and land. If you need to exit the pattern watch for traffic and sequin your self as traffic permits. Watch for other traffic at all times.

**Cottonwood Airport (1C8) has been awarded the
2009 Illinois Department of Transportation's**

“Privately Owned, Public Use” Airport of the year award.