

# Dust Devil Dash

The Dust Devil Dash is a one day straight our handicapped distance event. All Sailplanes and Sailplane pilots are welcome to participate. Two place sailplanes are welcome to participate. Pilots are responsible for paying for their own tow, all decisions for their flight, and bringing their own crew to the event. Camping facilities and tows are available through Skylark North. Hotels and other amenities are available nearby. The 2015 Dust Devil Dash will be held on September 12<sup>th</sup>, 2015. This event typically attracts pilots flying both vintage and very modern sailplanes. Best viewing for non-participant guests will be in the morning following the pilots meeting. Please follow all instruction from the staff of the Mountain Valley Airport and the launch team to assure you do not interfere with the assembly of the sailplanes and the launch of the event.

**Pilots Meeting – 9am September 12<sup>th</sup> in the Raven’s Nest restaurant, Mountain Valley Airport.**

Pilots wishing to participate and who are not familiar with this event may contact Rob Morgan [1gliderguider@gmail.com](mailto:1gliderguider@gmail.com) for further information.

## 2015 Dust Devil Dash - Official Rules & Launch Procedure

1. The Annual Dust Devil Dash will be held each year on the first Saturday following the Labor Day weekend. Any soaring pilot and any sailplane may enter.
2. Only one flight per sailplane will be eligible for consideration. This one flight must be made on the date and place selected for the Dust Devil Dash.
3. Both single and dual place sailplanes may be entered. In the event a dual place sailplane wins the event, both pilots of the winning ship will be recognized as the winners.
4. All competing sailplanes will be scored using the current Sailplane handicap system as published by the Soaring Society of America (SSA).
5. Pilots choosing to fly with water ballast will have their sailplane's handicap multiplied by .93 for scoring.
6. Prior to takeoff each pilot must state that they are or are not carrying water ballast. This statement must be verified by another competing pilot, and noted on the pilot's landing card.
7. Tow fees are the responsibility of the pilot and his/her crew. The release altitude will be no higher than 3500 feet [7700 ft MSL]. All gliders will be towed to the same suitable release area, selected with regard to the weather conditions.
8. Normal adverse soaring weather, i.e. rain, overcast sky, lack of thermals, etc... shall not constitute a valid reason for postponement of the Dust Devil Dash. If the weather is unsafe for glider flight on the appointed day, then the following Saturday during which unsafe flying weather is not present shall be the date of the Dust Devil Dash.
9. The winner(s) each year will be the pilot(s) whose landing place is the greatest handicapped distance from the Mountain Valley airport, either logged as an igc file on OLC or verified by an independent witness or another pilot participating in the event.
10. For motorgliders, an igc flight recorder showing engine noise level is required. The engine must be turned off before reaching 7700 ft msl and in the vicinity of the tow release point for pure gliders. If the motor is not re-started the flight will be scored to landing point; if the motor is re-started the flight will be scored to the nearest airfield marked on a current sectional chart and no more distant from MVA than the actual motor re-start point.
11. Participating pilots must post their flight to OLC or mail their completed landing card along with a photo showing both pilot and sailplane against an identifiable feature at the place of

landing. Please mail landing cards promptly and from a Post Office in the vicinity of where you land.

12. The winner(s) will be determined by the Contest Director when all pilots have reported their landing place, and all contestants will be notified of the results as soon as they are known. A post-landing phone call or text message to 858-442-6194 will help expedite results.

13. The Dust Devil Dash is intended to be a friendly, safe, and legal event. Any participant who behaves in an unsportsmanlike, dangerous, or illegal manner and whose behavior is brought to the attention of the Contest Director may be disqualified. Disqualification is entirely at the discretion of the Contest Director after establishing the facts and consultation with all affected pilots and other respected individuals.

14. Competing pilots are completely responsible for their tow fees, their crew, their decisions and the safe conduct of their flight. The Dust Devil Dash event is a forum for meeting on the same day at the same place for the conduct of cross country soaring flight by pilots who would still go cross country soaring even if such an event were not organized.

14. Suitable award(s) will be presented to the winner(s) of the Dust Devil Dash at the Tehachapi Soaring end-of-season BBQ Banquet in October of each year, or mailed if the winner is unable to attend.

### **Launch Procedure**

First come first served. After conclusion of the pilots meeting (which starts at 9am in the Raven's Nest Restaurant) and when ready, whoever wants to be first may push their sailplane into position for a tow. After the 1st **four** Sailplanes are in position on the takeoff line, other participating pilots or crews may then get the next launch position(s) by giving their call sign to the launch coordinator (who will be in the take off area and wearing something bright, so as to be more noticeable). Each pilot/crew giving a call sign to the launch coordinator must take the next available launch position, and may not say for example "put me down for position #7 or #10". Pilots and crews must have their sailplanes and themselves ready on the flight line as their launch position comes up. If not in position and ready when your tow is there, you and your sailplane move to the back of the line. The Launch Coordinator will maintain the list (order) of planes to be launched. Relights go to the end of the line.

## **Important Notes**

1. Please conduct your positive control check and release check prior to arriving in your launch position.
2. Keep the fueling taxiway clear for tow planes needing to refuel and other gliders transiting the taxiway.
3. You should be in your cockpit and ready for takeoff when your tow plane pulls in front of you to tow.
4. You are responsible to pay for your tow, your crew, and all aspects and decisions of your flight and retrieve.

## **After Landing**

1. Secure your aircraft.
2. If you have no igc file, find a landing witness and have him/her verify your landing place by signing your landing card, and giving you their name, phone number and contact address. Mail the landing card to the address provided at bottom of card.
3. As soon as possible, please call Rob at 858-442-6194 and leave a message with your landing place and let us know that everything is OK or if some kind of help is needed.
4. Complete your retrieve.
5. As soon as convenient, post your igc file to OLC or email a landing photo of your plane (with an identifiable landmark in the background). Send photo to [1GliderGuider@gmail.com](mailto:1GliderGuider@gmail.com)

## **Other Information**

1. Mountain Valley Airport - 661-822-5267 or 4124

Mountain Valley Airport is at 35 06 00 N and 118 25 45W