



2013

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June 5, 2013

I would like to again bring you, the tenants at Reno Stead Airport up to speed on the 2013 Version of Pylon Racing Seminar (PRS) or "Rookie School" as we call it, and procedures we will again be putting into effect to ensure safe ground and flight operations. The procedures that will be in effect in 2013 are pretty much the same as you saw in 2012.

To review, every year since 1997, the Reno Air Racing Association (RARA) has sponsored a four day training/qualification session for new race pilots to get them certified and for previously certified race pilots to practice for the races the following September. This year the dates are Wednesday, 12 June through Saturday, 15 June inclusive. Over these four days, the racecourse will be active during the better part of each day. Specifically, flying periods are 1045-1700 on Wednesday, 0845-1700 on Thursday, 0845-1600 on Friday and scheduled 0845-1700 on Saturday. There is a possibility we may cease operations a few hours early on Saturday. If this occurs, it will be announced on the Stead AWOS Broadcast. **Race Control will be operational** and controlling all Stead aircraft (akin to an FAA Tower) on designated Race Control frequencies 15 minutes prior to and until the completion of the above listed PRS flying periods. Race Control will monitor and initially control both departing and arriving **non-participant** aircraft on Reno Stead CTAF (122.7); more on controlling and frequencies later in the "Departure" and "Arrival" sections of this document. At times outside of the above training periods, Reno Stead Airport will revert to normal uncontrolled field operations. As an important theme, keep in mind, over these four days, there are going to be a lot more aircraft flying around than you are normally used to seeing during the other non-racing 353 days of the year.

There WILL be a TFR during the four days of this year's PRS. The effective time of each day's TFR will match the times listed on Page 1 of this newsletter and under "PRS Times" on your Tenant Procedures

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Kneeboard Card. The lateral and vertical limits of the TFR are yet to be determined, but will be published. Rest assured, since RARA (Race Control) is the controlling agency, there will be no impact to tenant operations if you adhere the procedures contained in this newsletter and Tenant Procedures Kneeboard Card. Additionally, the field will be NOTAM'ed as to the special operations taking place. **For race aircraft only**, several FAR Part 91 flying rules are waived. The waived airspace is a 3nm by 4nm rectangle with the short side centered around and extending north from Home Pylon (that big Blue and White checkered thing with a Red vertical "RENO" written on it) from the surface up to 10,000 feet MSL. It goes without saying during the periods listed above, **you must stay out of that box**. As an aside and for your information, Home Pylon will be erected Wednesday morning 12 June.

Along with the airport staff, our goal at RARA and in Race Control specifically, is to safely integrate your required flying into PRS Operations including Race Aircraft Departures and Arrivals. As was the case in 2012, no non-participant aircraft will be allowed to depart or land while Race Aircraft are anywhere on the racecourse. However, three to four 15-minute non-participant departure/arrival slot times will be established each day during the periods of PRS Operations to facilitate any required tenant flight operations. The specific slot times will be promulgated at a later date.

Ground Operations:

During PRS hours of operations, a **No-Prop/Jet Turn Line will be in effect West of the Grandstands**. The double white and red line running west to east and then curving to the south, west of the Grand Stands defines this line. **No engines/props can be turning south and west of that line**. So if your aircraft is located at a tie-down/hangar south and west of that line, you **must** tow/push it to a position north of that line prior to engine start. However it is permissible to taxi aircraft north and south in the taxi lane west of the grandstands and east of the No-Prop/Jet Turn Line (where it curves south). This taxi procedure applies primarily to those tenant aircraft situated in the midfield hangars directly behind the previous race control tower and the closed J&J Aircraft repair facility. Departing taxiing aircraft from those hangars contact Race Control prior to arriving abeam the Grand Stands.

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Departure:

If necessary, please contact Airport Management @ (775) 328-6570 or (775) 690-2217 24 hours prior to your operation, so they can coordinate any required tow for you. If you cannot reach Airport Management call RARA contact Terry Matter @ (775) 846-6069 who can also assist in arranging a tow for you.

Talk to Race Control as you would to an FAA Tower. However, **always use the call sign "Race Control"** no matter what frequency you are up. The check-in frequency for taxi will be **122.7**. Tell "Race Control" where you are on the field, where you want to go and state you have **"Information PRS"** after listening to the AWOS broadcast on **135.175**. If departing, when checking in on **122.7**, pass to "Race Control" your desired departure direction. Race Control will then direct you to taxi to the desired place on the field (say if you just want to get gas) or to the appropriate runway, based on the winds, if departing. If the winds are light and variable, they might ask you what runway you prefer. If you desire/are able to make an intersection departure, please pass that info to "Race Control" on initial check-in. If you are departing full length on Runway 26, **request clearance to cross Runway 14/32** before crossing. **Runway 14 is the primary emergency-landing runway for most race aircraft**, and if there is a Mayday in progress (which you would most likely not be aware of), we need to ensure that runway is available. Race Control will then direct you to switch to Race Control Frequency (**133.3**) and call them when ready to take off. **133.3** is also the frequency on which we control Race Aircraft on the racecourse and in the pattern. As such, please limit communication on that frequency to that which is operationally necessary. The reason we effect this frequency change (**122.7** to **133.3**) is to provide better situational awareness of any race aircraft that might be airborne (not on the racecourse). Based on your stated departure desires coupled with what is going on around the airport at that time, Race Control will assign you a direction of departure. Unless operationally unsafe to you, please adhere to those directions and if you can't, inform "Race Control". Southerly departures are preferred, but if required, straight outs off of 8 or 26 will normally be approved. A word of caution: if there is a strong wind out of the South be very careful not to drift north into the waived airspace. Commencing a departure turn to the North will only be approved after you are at least 4 NM east or west of the field dependent on your

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takeoff direction. Remain up **133.3** until well clear of the airport traffic area. Switch as appropriate to NorCal Approach (**126.3**) or other desired en-route frequency. **Non-participant departures off of any runway will not be allowed while Race Aircraft are on the racecourse**, (in this case you can be cleared to taxi but not take off).

Arrival:

Check in with "Race Control" with position and altitude on **122.7 by 10nm** from RTS and state you have "**Information PRS**" after listening to the AWOS broadcast on **135.175**. Race Control will then direct you to proceed inbound and in most cases, **be assigned an appropriate downwind entry on the South side of the airfield**. In some cases, straight-ins will be approved, i.e. landing on Runway 26 when arriving from the East or Runway 08 when approaching from the West. Race Control will then tell you to switch "Race Control" on **133.3** when arriving at a specific point, (i.e. on downwind or three to four miles on a straight in final) and to check in on that new frequency again with your position. As you know, normal uncontrolled downwind arrival procedures at Reno Stead are on the North side of Runways 8/26 (left hand pattern to Runway 08 and right hand pattern to Runway 26) However during the hours of PRS Operations, **all non-participant patterns will be flown on the south side of the airport**. So for Runway 26 it will be a left hand pattern and for Runway 08 it will be a right hand pattern. Fly 5850/6250 ft MSL (depending on type of aircraft) on downwind per Reno Stead published procedures or as assigned by Race Control. Another word of caution: be aware of an overshooting cross wind (wind from the South), and **do not allow yourself, while turning final, to drift north of the extended centerline of 8/26**. Once clear of the runway, switch back to **122.7** and pass to "Race Control" where you want to taxi.

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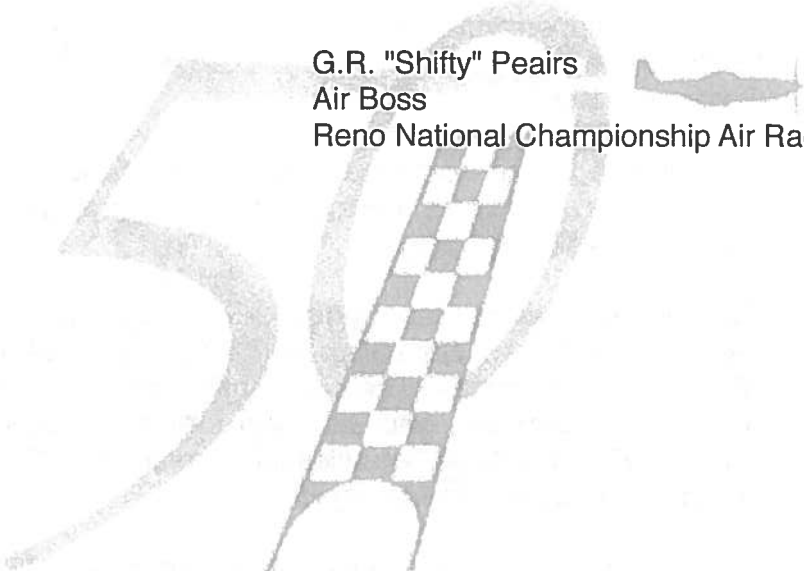
Some Additional Notes:

- (1) A separate "kneeboard" card that summarizes the above listed procedures will be promulgated separately to all tenants in early June. In addition, that document will list PRS operational hours and non-participant departure/arrival slot times.
- (2) Be heads up for other aircraft; if something does not look/feel right, speak up.
- (3) Flight operations during PRS can be very dynamic, so be prepared for departure and arrival delays and changes. Please adhere to all Race Control direction.
- (4) Listen to the complete AWOS transmission on **135.175** prior to departure or arrival, as pertinent information applicable to operations during PRS will be broadcast.
- (5) If you need special handling or have questions during PRS please call my Race Control Supervisor, Joe Saladino @ **(541) 690-6760** and he will be more than happy to help you out/answer questions as best he can. If he is not available, you can also call the temporary Race Control number **(775) 972-3649**. An additional contact # is **(775) 690-2217** (Mike Dikun, the Stead Airport Manager)
- (6) If you need a tow, contact Race Control on **122.7**, or call them on the phone, or call the Airport Staff at **(775) 328-6570** and they will get the appropriate people on the radio and send them your way as soon as feasible.
- (7) BLM will have aircraft (#'s and type dependent on conditions and if there are any fires in the area) at the east end of the field on alert in case they are called on to fight a fire. If this occurs, their departures and arrivals take precedence over **all** other airfield operations.
- (8) Remember for any assistance in moving your aircraft to or from your hangar call the Airport Staff or RARA points of contact at the phone numbers previously provided.

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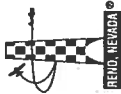
(9) Please acknowledge on your initial departure/arrival radio calls you have listened to the Reno Stead AWOS by stating "with information PRS"

(10) Transient aircraft will be required to obtain a PPR # prior to operating in and out of Stead Field during PRS 2013 and the field will be NOTAM'ed as such. A PPR can be obtained in advance from the Airport Manager. Stead Tenant Aircraft are immune from this requirement.



G.R. "Shifty" Peairs
Air Boss
Reno National Championship Air Races

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National Championship Air Races
2013 PRS Non-Participant Procedures

PRS Race Training Periods: Race Control is in Operation:
(All other times Standard Uncontrolled Field Procedures Apply)

PRS Times		Dep/Arr Slot Times	
Wed	12 June 1045-1700	Wed	1030-1045
Thur	13 June 0845-1700	Thur&Sat	1010-1025
Fri	14 June 0845-1600	Fri	1155-1210
Sat	15 June 0845-1700		1310-1325
			1545-1600
			1450-1505

Initial Race Control in for Departure & Arrival 122.7
AWOS (State "With information PRS" on in) 135.175

(PRS Procedures will be broadcast after weather on AWOS)

NO Prop or Jet Turns South and West of Red/White No-Prop/Jet
Turn Line West of Grand Stands 0830-1700.

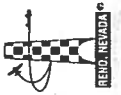
Non-Participant Dep/Arr Slots Published Above & by NOTAM

Departure:

- (1) Check-in with "Race Control" (122.7)
- (2) State Desired Direction of Departure
- (3) Anticipate Runway 08 or 26 depending on winds
- (4) NO Departures while aircraft on Race Course
- (5) Intersection Departures preferred if capable
- (6) If full length 26, request clearance across 14/32
- (7) NO immediate northerly turnouts from 8/26

Arrival:

- (1) Check-in with "Race Control" by 10 nm on 122.7
- (2) No Landings while aircraft on Race Course
- (3) Anticipate L Downwind 26 or R Downwind 08
- (4) Fly Stead published pattern altitudes or as assigned
- (5) Straight-in to 8/26 an option if arriving from W/E
- (6) Report Position in pattern/distance on final as requested
- (7) Will be switched to Race Control Freq (133.3) entering pattern or by 3nm if cleared for straight-in
- (8) Switch back to 122.7 after landing and Req taxi clearance



National Championship Air Races
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Reno Air Racing Association 2013 Pylon Racing Seminar Flight Operations Schedule



Wednesday, June 12th	Thursday, June 13th	Friday, June 14th	Saturday, June 15th
Briefings and Events: 0800 Coach Transfer from Hotel 0900 Certified Racers In/Fit-Brief 1030 PRS General Session In-Brief 1700 LROD 1730 Mass Debrief 1815 Coach Transfer to Hotel <u>Course Periods (Certified Racers Only)/</u> <u>Departure/Arrival Slots:</u> 1100-1215 Formula-1/Biplane 1220-1235 Departure/Arrival Slot 1235-1315 T-6 1315-1330 Departure/Arrival Slot 1330-1500 Sport 1500-1515 Departure/Arrival Slot 1515-1700 Jet 1730 Mass Debrief	Briefings and Events 0630 Coach Transfer from Hotel 0730 Formula-1/Biplane Brief 0730 Coach Transfer from Hotel 0830 T-6/Sport/Jet/Unlimited Brief 1700 LROD 1730 Mass Debrief 1815 Coach Transfer to Hotel <u>Course Periods/Departure/Arrival Slots</u> 0900-1025 Formula-1/Biplane 1030-1045 Departure/Arrival Slot 1045-1110 T-6 1115-1230 Sport 1230-1245 Departure/Arrival Slot 1245-1305 Unlimited 1310-1350 Jet 1350-1405 Departure/Arrival Slot 1405-1430 T-6 1435-1545 Sport 1545-1600 Departure/Arrival Slot 1600-1620 Unlimited 1625-1700 Jet 1730 Mass Debrief	Briefings and Events 0630 Coach Transfer from Hotel 0730 Formula-1/Biplane Brief 0730 Coach Transfer from Hotel 0830 T-6/Sport/Jet/Unlimited Brief 1600 LROD 1630 Mass Debrief ~1650 Group Photo 1700 Volunteer Dinner-Hangar ~1900/1930 Coach Transfer to Hotel <u>Course Periods/Departure/Arrival Slots</u> 0900-1005 Formula-1/Biplane 1010-1025 Departure/Arrival Slot 1025-1050 T-6 1055-1155 Sport 1155-1210 Departure/Arrival Slot 1210-1230 Unlimited 1235-1310 Jet 1310-1325 Departure/Arrival Slot 1325-1345 T-6 1350-1450 Sport 1450-1505 Departure/Arrival Slot 1505-1525 Unlimited 1530-1600 Jet 1630 Mass Debrief ~1650 PRS Group Photo after Mass Debrief	Briefings and Events 0630 Coach Transfer from Hotel 0730 Formula-1/Biplane Brief 0730 Coach Transfer from Hotel 0830 T-6/Sport/Jet/Unlimited Brief 1700 LROD No Coach Transfer back to Hotel No Mass Debrief <u>Course Periods/Departure/Arrival Slots</u> 0900-1025 Formula-1/Biplane 1030-1045 Departure/Arrival Slot 1045-1110 T-6 1115-1230 Sport 1230-1245 Departure/Arrival Slot 1245-1305 Unlimited 1310-1350 Jet 1350-1405 Departure/Arrival Slot 1405-1430 T-6 1435-1545 Sport 1545-1600 Departure/Arrival Slot 1600-1620 Unlimited 1625-1700 Jet No Mass Debrief
Notes: (1) Wednesday Certified Racers In/Flight Brief and the PRS Student In-Brief will both be in the SNC Hangar across the ramp from the RARA Hangar. (2) Thursday-Saturday Daily Flight Briefs will be in the RARA Hangar (Hangar Five) Pilot's Briefing Room. (Briefs commence at the listed time Sharp). (3) All "Course Periods" are Start and End Times on the Race Course. (4) Departure/Arrival Slots are available Take-off and Land Times for PRS Aircraft as well as Non-Participants. (5) All transfers are by reservation only.			