



# ROYAL VICTORIAN AERO CLUB

## FLOUR BOMBING

# 2008

PILOT : \_\_\_\_\_  Pre-fly.  Post-fly.

(Full Preferred Name & Family Name Please)

TOTAL HOURS : \_\_\_\_\_ LICENCE TYPE : \_\_\_\_\_ M.R. Hours To Run: \_\_\_\_\_

Comp Serial No. : \_\_\_\_\_ Air Judge : \_\_\_\_\_ A/C Reg. : \_\_\_\_\_

V.D.O. Time : \_\_\_\_\_ (Decimal) Fee \$ : \_\_\_\_\_ Payment method: **Cash / Cheque / Card**

Please Circle One

	BLACK
	BLUE
	RED
	WHITE

Please tick box

**NOTES:-**

1. Study the instructions overleaf carefully.
2. The Competitor shall occupy the **Pilot Seat** (i.e. the **Left Hand Seat**).
3. Observance of approach, bombing pattern and departure heights is essential for safety, noise abatement & traffic separation.
4. Call inbound at **Seaford Pier on 128.7 Mhz** - with **CALLSIGN and COMPETITOR'S NUMBER** (Name if applicable).
5. During Saturday Practice, or as a result of a bomb striking the aircraft on the Sunday, a second attempt may be requested, but the **circuit must be rejoined at Seaford Pier**.

Initial Setup - Set altimeter to <b>50 feet</b> prior to departure at <b>MB</b> . Depart MB, climb to <b>2000 Feet</b> and Track for <b>Seaford Pier</b> .	NOTE:- Points will be deducted only when tolerances are exceeded or not attained	Possible Points	SCORE															
<b>1. Inbound:-</b> When over the <b>Seaford Pier</b> report in bound for " <b>Bombing Run</b> " on <b>128.7 Mhz</b> to obtain <b>sequence number and approach advice</b> . <b>Maintain this sequence in the bomb circuit</b> .																		
<b>2. Bombing Run:- MEL VTC ALA LOCATION:-</b> <b>Lat S 37.07° - Long E 145.13° - MELWAY 98 H-7:-</b> <b>From 2000 feet</b> , descend to join the circuit pattern for a bombing run. The bomb run must be made with <b>one stage of flap, at not less than 75 kts indicated airspeed and at not less than 250 ft indicated altitude</b> . <b>Two Targets</b> will be located on the ALA, one at each end of the runway. <b>A SINGLE BOMBING RUN WILL BE CONDUCTED FROM NORTH TO SOUTH, DROPPING ONE FLOUR BOMB ON EACH TARGET</b> . <b>Score:-</b> The " <b>BULLS EYE</b> " target is <b>9 metres (30 Feet)</b> in dia - <b>Score 75 Points</b> . Strikes up to 75 Metres outside the "Bulls Eye" target, in any direction will be scored less one point per metre. (ie 1 metre outside the target - score 74 points, 2 metres - score 73 points, etc.). <b>Bombs falling outside the ALA boundary fence</b> will be scored as <b>ZERO</b> . <b>Round half point scores up to next highest point</b> . <b>Note:-</b> A faulty bomb will result in only that target sequence being re-flown. <b>All Points will be lost for section 2 if aircraft descends below 250 feet indicated or if ias is less than 75 kts</b> . Minus points will not be scored.	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; text-align: center;"><b>Bomb 1</b></td> <td style="width: 50%; text-align: center;"><b>Bomb 2</b></td> </tr> <tr> <td style="text-align: center;"><b>MAX Points</b></td> <td style="text-align: center;"><b>MAX Points</b></td> </tr> <tr> <td style="text-align: center;"><b>75 pts</b></td> <td style="text-align: center;"><b>75 pts</b></td> </tr> <tr> <td style="text-align: center;"><b>Score</b></td> <td style="text-align: center;"><b>Score</b></td> </tr> <tr> <td style="text-align: center;">____+</td> <td style="text-align: center;">____=</td> </tr> </table>	<b>Bomb 1</b>	<b>Bomb 2</b>	<b>MAX Points</b>	<b>MAX Points</b>	<b>75 pts</b>	<b>75 pts</b>	<b>Score</b>	<b>Score</b>	____+	____=	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><b>MAX Possible Points</b></td> </tr> <tr> <td style="text-align: center;"><b>75 pts</b></td> </tr> <tr> <td style="text-align: center;"><b>Divide Total by 2</b></td> </tr> <tr> <td style="text-align: center;">____=</td> </tr> <tr> <td style="text-align: center;"><b>2</b></td> </tr> </table>	<b>MAX Possible Points</b>	<b>75 pts</b>	<b>Divide Total by 2</b>	____=	<b>2</b>	
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<b>3. Departure:</b> Depart the area ASAP, climbing to <b>1500 feet</b> and tracking to <b>Carrum</b> . The ground will radio <b>SCORES</b> on <b>128.7 Mhz</b> . Report inbound to <b>MB at Carrum</b> .																		
<b>4. Spot Landing:- Return to MB and complete this sequence.</b> At 1000 feet, on either <b>Base Leg</b> or a <b>Straight In Approach</b> , when you are satisfied you will complete a <b>Normal and Safe</b> touch down, Commence Descent. Then maintain at least <b>65 knots</b> until the flare. <b>Use flap as required</b> . <b>Note:- Adequate Separation is your Responsibility</b> <b>Score Touchdown</b> as follows:- 1. <b>Before the Piano Keys</b> – 0 points 2. <b>On the Piano Keys</b> – 5 points 3. <b>Between Upwind End of Piano Keys &amp; Upwind End of Numbers</b> – 15 points 4. <b>Beyond Upwind end of Numbers</b> – 5 points * <b>Airspeed less than 60 knots</b> on approach - score <b>NIL points</b> for this section. * <b>If NOSE WHEEL first</b> - score <b>NIL points</b> for this section. <b>Note:- Permanent first contact</b> of the main wheels is required to score points (ie No Bounces).	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;"><b>Score Touch down</b></td> </tr> <tr> <td style="text-align: center;"><b>0</b></td> </tr> <tr> <td style="text-align: center;">or <b>5</b></td> </tr> <tr> <td style="text-align: center;">or <b>15</b></td> </tr> </table>	<b>Score Touch down</b>	<b>0</b>	or <b>5</b>	or <b>15</b>	<b>15 pt</b>												
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<b>AIRMANSHIP :</b> Applies from startup to shutdown. It is possible to lose all airmanship points.	1. Radio Checks 2. Checks. Lookout 3. A/C handling, taxi 4. Circuit, C/L, GAAP 5. Engine handling	<table style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;"><b>2 pts</b></td></tr> <tr><td style="text-align: center;"><b>2 pts</b></td></tr> <tr><td style="text-align: center;"><b>2 pts</b></td></tr> <tr><td style="text-align: center;"><b>2 pts</b></td></tr> <tr><td style="text-align: center;"><b>2 pts</b></td></tr> </table>	<b>2 pts</b>	<b>2 pts</b>	<b>2 pts</b>	<b>2 pts</b>	<b>2 pts</b>	<b>10 pt</b>										
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<b>2 pts</b>																		
<b>TOTAL SCORE</b>			<b>100 pt</b>															

Entered  Paid

COMPETITOR TO READ AND COMPLETE

I hereby declare that I have in my possession a Pilot's Licence and a valid Medical Certificate, both issued by CASA. I also declare that within the last 90 days I have conducted 3 takeoffs and landings and my logbook contains a current Aeroplane Flight Review which expires on ...../...../.....

NAME ..... SIGNED ..... DATE ...../...../.....

**Royal Victorian Aero Club**

**PROCEDURES FOR**  
**FLOUR BOMBING COMPETITION AT BERENDS FIELD (ALA)**  
**2008**

1. Set altimeter to read 50 feet at Moorabbin, prior to start up.
2. Depart Moorabbin at 2000 feet, and track to approximately 1 Nm off the coast abeam of Carrum. DO NOT conflict with inbound aircraft below 2000 feet.
3. South of Carrum track directly to Seaford Pier. Over the pier (ie, within 500 metres) the Air Judge will report to the Bomb Site co-ordinator on frequency 128.7 Mhz.  
**Eg, "Bomb One, UMB at Seaford Pier, inbound, Competitor No XX"**  
The co-ordinator will respond with a sequence number and advice for approach to the field. If holding is required, the aeroplane is advised by the field co-ordinator to track to the field and enter a wide left hand orbit around the bombing site (a private airstrip about 3 NM inland), still at 2000 ft. The field co-ordinator calls down only one competitor's aircraft at a time below this holding height.
4. Aircraft to report to Bomb One when commencing FINAL for Bombing Run. **Eg, "UMB Final"**.
5. Two bombs are to be dropped during the Bombing Run. The targets will be located on the ALA, near each end. ("bomb 1" and "bomb 2").
6. After dropping the second bomb, apply **full power** and climb away at maximum rate of climb to 1500 feet, tracking to Carrum. Scores will be called from "bomb one" and "bomb two" on 128.7 Mhz.
7. After both scores have been received, the Air Judge will call leaving the area and return radio operations to the competitor.
8. At Carrum report inbound to Moorabbin, using standard procedures.

**NOTES**

- a. **Passengers are not permitted to ride along on this competition.**
- b. During the bomb run over the bomb site **application of one stage of flap is specifically required, and maintenance of not less than 250 feet indicated altitude and not less than 75 kts indicated airspeed** are mandatory.
- c. Avoid flying directly over houses, stud farms, poultry farms and religious buildings at high power and low altitude.
- d. **Traffic separation is your responsibility.** Maintain a lookout at all times. Advisory traffic information may be given from the ground.
- e. For a missed approach, or a faulty bomb, etc, return to Seaford Pier and call in again.
- f. If a bomb strikes the airframe or bursts before hitting the ground, that run should be continued. Then return to Seaford Pier and call in for a second run. On the second run the drop should be only on the target for which the previous failure occurred.