



The Great Hawaiian Air Race



→ → YEAR 2000 ENTRY & RACE KIT → →

YOUR RACE # _____

NAME _____

THIS KIT CONTAINS:

1. Application for Entry (*Return ASAP; early registration due by Oct. 10*).
2. Activities Sign-up & Pre-race Order Sheet.
3. Biography Sheet (return with photo).
4. Safety Equipment Checklist & Contest Form -- *due at registration 2/17/00*.
5. Race Program Advertising Order Form -- *due by 1/15/00*.

**** Return above forms ASAP ****

6. Preliminary Schedule of Events.
7. Certificate of Insurance -- (*Flight schools to supply for rental planes*).
8. Hotel & Travel Information Sheet.
9. Optional Activities Sheet -- for Hana, Maui -- *sign up directly in advance*.
10. Preliminary List of Competitors (race numbers reserved).
11. *Great Hawaiian Air Race* flyer -- *print & post 'em at airports & pass the word!*
12. Race Rules & Regulations (10 pages).

Note: For those racers who are joining us for the first time in Hawaii, hotel & activities brochures for Honolulu & Maui are available by mail upon request.

Return to: **Make-A-Wish Foundation**
 P.O. Box 1877
 Honolulu, HI 96805

G HAR11-- 9/15/99



ENTRY APPLICATION -- The Great Hawaiian Air Race



FEBRUARY 17-21, 2000

PILOT NAME _____ TEL _____ FAX _____

ADDRESS _____

_____ E-MAIL: _____

FAA
CERT.# _____ GRADE _____ RATINGS _____

TOTAL HOURS _____ LAST 12 MO. _____ PIC _____ XC _____ BFR DATE _____

EMERGENCY CONTACT _____ TEL () _____

CO-PILOT (NEED NOT BE LICENSED PILOT, BUT MUST BE 16 YRS OR OLDER):

NAME _____ TEL () _____ WEIGHT: _____ LB.

ADDRESS _____

_____ E-MAIL: _____

FAA
CERT.# _____ GRADE _____ RATINGS _____

TOTAL HOURS _____ LAST 12 MO. _____ PIC _____ XC _____ BFR DATE _____

EMERGENCY CONTACT _____ TEL () _____

PREVIOUS RACE EXPERIENCE: _____

CREW

NAME _____ TEL () _____ WEIGHT: _____ LB.

ADDRESS _____

PLEASE LIST ADDITIONAL CREW INFORMATION ON REVERSE OF THIS SHEET

AIRCRAFT:
MAKE _____ MODEL _____ S/N _____ YEAR _____

N# _____ COLOR _____ FUEL CAPACITY _____ GROSS WT _____

MODIFICATIONS/CONVERSIONS _____

AVIONICS/ELECTRONICS_____

AIRCRAFT OWNER_____TEL ()_____

ADDRESS_____

I HAVE MY OWN LIFE RAFT AND VESTS: YES NO

I WILL PARTICIPATE IN THE BUDDY PROGRAM: YES NO

I HAVE THE FOLLOWING SURVIVAL EQUIPMENT_____

PLEASE ANSWER THE FOLLOWING (CIRCLE YOUR ANSWER):

1. IF NOT BRINGING YOUR OWN CO-PILOT:

 DO YOU WISH TO BE PAIRED WITH A HAWAI'I PILOT? YES NO

 OR WITH A MAINLAND PILOT? YES NO

2. IF YES, DO YOU WANT TO BE: PIC CO-PILOT EITHER

3. WILL YOU BRING YOUR OWN PLANE? YES NO

4. WILL YOU RENT AN AIRCRAFT HERE? YES NO

5. DO YOU NEED ASSISTANCE IN LOCATING A RENTAL PLANE? YES NO

6. DO YOU NEED INFO ON HOTELS, RENTAL CARS, AIR FARES? YES NO

7. IF FROM OUT OF STATE, DO YOU PLAN TO VACATION DURING THE RACE? IF
 SO, APPROXIMATE DATES YOU WILL BE HERE: ____/____/00 TO ____/____/00

___ **BASIC ENTRY DONATION: \$250** ___ **BRONZE DONOR: \$350**
 (\$275 AFTER 10/10/99, \$300 AFTER 12/31/99)

___ **SILVER DONOR: \$500** ___ **GOLD DONOR: \$1,000**

___ **NUMBER OF PASSENGERS.** BASIC ENTRY FEE INCLUDES PILOT AND CO-PILOT. PLEASE ENCLOSE \$50 FOR EACH ADDITIONAL PASSENGER.

Remember: All race proceeds benefit the Make-A-Wish Foundation

MAKE CHECKS PAYABLE TO: "MAKE-A-WISH FOUNDATION"

MAIL TO: MAKE-A-WISH FOUNDATION, P.O. BOX 1877, HONOLULU, HI 96805

Tel/Fax: (808) 836-1031 →→→ E-mail: racepilotgreg@compuserve.com



The Great Hawaiian Air Race



✈️ ✈️ ACTIVITIES & PRE-RACE ORDER ITEMS ✈️ ✈️

Activities Sign Up Sheets should be returned with payment as soon as possible, but no later than 30 days before the race to assist with race planning and to ensure space availability for all events. Be sure to reserve space for all crew members and non-crew members who will be attending race functions.

- 1. Basic Race Activities (welcome reception; race program; pre-race and enroute functions):
(This fee (only) included in entry fee for Pilot & Co-Pilot, all other functions extra (below))

___ Additional passengers @ \$50.00 each: \$_____

- 2. Luau/barbecue & evening entertainment in Hana, Maui (Sat. night, Feb. 19):

___ Total persons @ \$35.00 each: \$_____

- 3. Camping out in Hana, Maui (includes two nights, Feb. 18 & 19, if not booking a hotel):

___ Total persons @ \$25.00 each: \$_____

- 4. Awards banquet at Hilton Hawaiian Village (Mon. night, Feb. 21):

___ Total persons @ \$45.00 each: \$_____

- 5. Official "Year 2000 Great Hawaiian Air Race" T-shirts w/pocket (race logo on pocket, race route on back). List quantity by size:

___ S ___ M ___ L ___ XL ___ XXL @ \$18.00 each: \$_____

- 6. Official "Year 2000 Great Hawaiian Air Race" Polo shirts w/pocket (race logo on pocket, race route on back). List quantity by size:

___ S ___ M ___ L ___ XL ___ XXL @ \$25.00 each: \$_____

- 7. One pre-cut set of 18" temporary (stick-on) race numbers (required for side of airplane). You can pre-order these, or make your own.

\$20.00 \$_____

Total Amount Enclosed: \$_____

Please make checks payable to: "Make-A-Wish Foundation of Hawaii", and mail with this form to:

**Make-A-Wish Foundation
P.O. Box 1877
Honolulu, HI 96805**

Remember, all proceeds benefit the Make-A-Wish Foundation.

Name: _____ **Race #** _____



The Great Hawaiian Air Race



→ → YEAR 2000 RACE PROGRAM BIO SHEET → →

RETURN AS SOON AS POSSIBLE!!

Simple to complete -- we only need two things: Your photo and a short biography as you'd like it to appear in the GHAR Race Program (to be distributed at the race).

1. PHOTO: 4" x 6" or larger of you and your co-pilot (and crew) together, or separate photos. Photos in front of your airplane are fine.

2. BIOGRAPHY: Race # _____

PILOT NAME: _____ Total hours: _____

Home city & state: _____

Pilot ratings: _____

Pilot organizations: _____

CO-PILOT NAME: _____ Total hours: _____

Home city & state: _____

Co-pilot ratings: _____

Co-pilot organizations: _____

(List other crew members on reverse)

Airplane you're flying in the GHAR: Year: _____ Make: _____ Model: _____

Airplane pilot normally flies or owns: Year: _____ Make: _____ Model: _____

Airplane co-pilot normally flies or owns: Year: _____ Make: _____ Model: _____

Write your own team biography in 100-150 words (your race experience, why you're racing, etc.). Be serious, creative, funny, or even brag. But if you don't write one, we'll write one for you and you'll be taking your chances!

Team Bio: _____

(Continue on reverse)

Return to: Make-A-Wish Foundation
P.O. Box 1877

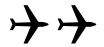
Honolulu, HI 96805
GHAR13-- 11/30/98



The Great Hawaiian Air Race



SAFETY & SURVIVAL EQUIPMENT CHECKLIST



REGISTRATION & CONTEST ENTRY FORM

Name: _____ Race # _____

Turn form in at race registration -- Prizes will be awarded for best safety equipment!

MANDATORY EQUIPMENT: (Note: As a safety promotion, rafts & vests are available from GHAR at dealer cost: 4-6 man raft, \$711; double cell vests, \$41)

- ___ One approved life vest with whistle and mirror for each occupant.
- ___ One approved life raft sufficient to hold all occupants. A canopy & repair kit are recommended.
- ___ One quart of water for each occupant in floatable container (1 liter plastic soft drink bottles with 3" of air space at top work well -- carry in nylon bag with handles).
- ___ One portable ELT or EPIRB (waterproof or in waterproof pouch), **OR:**
- ___ One 360/720 channel portable aircraft frequency radio (w/waterproof pouch). Important: Do not rely on rechargeable batteries -- have AA alkaline battery holder with spare alkaline batteries (available for all portable aviation radios).

STRONGLY RECOMMENDED EQUIPMENT (indicate actual number of units of each item):

- ___ One portable cellular phone with spare batteries in waterproof pouch.
- ___ One portable GPS in waterproof pouch.
- ___ One or more See/Rescue marker streamers (GHAR price \$36).
- ___ One or more portable strobe lights.
- ___ Six or more aerial flares.
- ___ High energy rations.
- ___ One or more waterproof flashlights.
- ___ Several heavy duty plastic trash bags (for rain protection and water catchment).
- ___ One portable compass.
- ___ Waterproof matches or matches in waterproof containers.
- ___ First aid kit -- include extra aspirin.
- ___ Sun block -- waterproof, high SPF.
- ___ Pocket knife.
- ___ Drinking cups (also for bailing raft).
- ___ Hats for sun protection.
- ___ Extra reading glasses (if needed).

OPTIONAL EQUIPMENT:

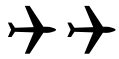
- ___ Water still, water purification tablets, or extra water. Describe: _____
- ___ One waterproof pouch to protect loose items (or several heavy duty zip-lock bags holding separate items in a nylon overnight bag with carry straps).
- ___ One VFR sectional in zip-lock bag or waterproof pouch, with crayons or pencils.
- ___ Fishing kit.
- ___ Sun glasses.
- ___ Magnifying glass.
- ___ Chap Stick.
- ___ Sponges (for bailing and drying raft).
- ___ Long sleeve, oversize cotton shirts for sun protection and night warmth.
- ___ Space blankets.
- ___ Survival manual and paperback books (for reading and fire starting).
- ___ Nylon line (50-100 feet).
- ___ Other (use reverse side if needed): _____

DO YOU HAVE UNIQUE OR FUN SAFETY EQUIPMENT -- LIST THAT ON REVERSE, TOO!

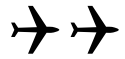
G HAR17-- 7/15/99



The Great Hawaiian Air Race



RACE PROGRAM ADVERTISING FORM



PLEASE RETURN BY JANUARY 15, 2000

Of course, the main purpose of the GHAR Race Program is to provide information about contestants and the air race to each race team member, our sponsors, and air race fans. However, there are other important purposes:

1. To recognize the generosity of our sponsors. Product prize and cash sponsors qualify for advertising in the GHAR Race Program.
2. To generate the funds necessary to publish the programs and, additionally to raise more funds to benefit the Make-A-Wish Foundation.

YOU CAN HELP:

** If you know anyone who'd like to buy advertising space or donate cash or product prizes, let us know, and we'll include them in the program.

** Do you have some supporters, your co-workers or friends who'd like to cheer you on? Have them buy an ad to support you (we'll print anything that's legal -- funny or serious)! Do you want to razz another race team -- buy an ad telling 'em why you're going to beat them!

WHAT TO SEND US:

1. Camera-ready ad copy and/or photos. Full page ads are 8 1/2" x 11".
or
2. We can create an ad for you (it may not be fancy).
3. Cash, a product prize, or a certificate for a redeemable product prize.

AD PRICING:

- Full page: \$1,000+ (or approved equivalent product value).
- Half page: \$500 (or approved equivalent product value).
- Quarter page: \$300 (or approved equivalent product value).
- Eighth page: \$150 (or approved equivalent product value).
- Business card size: \$50+ (or approved equivalent product value).

ADVERTISER: _____

RACER NAME: _____ RACE # _____

Send to:
Make-A-Wish Foundation
P.O. Box 1877
Honolulu, HI 96805

→→ THE YEAR 2000 GREAT HAWAIIAN AIR RACE →→
PRELIMINARY SCHEDULE OF EVENTS (as of 9/18/99)

Tuesday, Feb. 15, 2000

5:00 pm to 8:00 pm Early Arrivals Welcome Party. *Location TBA.*

Wednesday, Feb. 16, 2000

All Day:

Activities on your own. Play tourist, or schedule scuba diving, sailing, golf, or soaring.

4:00 pm to 8:00 pm

Race Seminars & Early Registration (at airport, location TBA). Attendance optional, but highly recommended. Get an early peek at details of the race route. "Shipwrecked" dinner at La Mariana Sailing Club.

Thursday, Feb. 17, 2000

10:00 am to 4:00 pm

Registration, aircraft & document inspection, and impound at Anderson Aviation, HNL south ramp.

3:00 pm to 4:00 pm

First-time racers briefing: Mandatory for all GHAR first-time racers, optional for all others.

4:00 pm to 6:30 pm

Reception, drinks, pupus & seaplane rides, hosted at Island Seaplanes.

6:30 pm to 9:00 pm

Mandatory race briefing for all pilots at Circle Rainbow Aviation. Speakers include: Hank Bruckner (island flying); Phil Olsen (over-water flying), Greg Marshall (race route); Arthur Mott (winning & losing tips); others TBA.

Friday, Feb. 18, 2000

6:45 am to 7:30 am

Light breakfast hosted by Island Seaplanes at their dock.

7:15 am to 7:30 am

Weather Briefing during breakfast by HNL FSS (attendance mandatory).

7:45 am to 8:00 am

Mandatory departure briefing at Anderson Aviation.

8:30 am to 1:00 pm

Start of Race Day #1 -- Race to Hana. 1:00 pm arrival deadline.

1:00 pm to 4:00 pm

Handicapping - Group A. Speed Category planes handicapped @ Hana. All other racers have the afternoon off -- have fun!

11:00 am to 5:30 pm

Explore Hana, Maui. Optional activities abound! A GPS scavenger hunt?! Horseback riding, golf, cave exploring, swimming, hang gliding, a tour of the Pi'ilanihale heiau and Kahanu Garden, a visit to the Hana Cultural Center, or a private visit to Charles Lindbergh's home, and more.

6:00 pm to 7:00 pm

Welcome Reception in Hana, pupus & no-host cocktails, *location TBA.*

Saturday, Feb. 19, 2000

8:00 am to 4:00 pm

"Madame Pele Air Rally" -- optional rally to Big Island & active volcano!

8:00 am to 12:00 am

Handicapping - Group B. Speed Category planes handicapped @ Hana.

12:00 pm to 4:00 pm

Handicapping - Group C. Speed Category planes handicapped @ Hana.

5:00 pm to 6:30 pm

Sunset Reception, aerobatics show, & cocktails at Coila Eade's Hana ranch estate. *This is Hawaii!*

6:30 pm to 9:00+ pm

Maui-style island luau/barbecue with live Hawaiian entertainment.

Sunday, Feb. 20, 2000

6:30 am to 8:00 am

Breakfast -- Garden Pool Buffet at Hotel Hana-Maui (*on your own*).

7:45 am to 8:00 am

Weather Briefing during breakfast at Hotel Hana-Maui..

8:30 am to 3:00 pm

Start of Race Day #2 -- Race to Honolulu. 3:00 pm arrival deadline.

All afternoon:

Explore the island, join a group tour to the USS Arizona Memorial, and the newly berthed USS Missouri in Pearl Harbor, & more!

3:00 pm to 5:00 pm

Check race times in person or by phone. 5:00 pm deadline to file protests.

6:00 pm to 9:00 pm

Join other racers for several optional activities - dinner, Waikiki shows, etc.

Monday, Feb. 21, 2000

7:30 am to 8:30 am

"Aloha 300 Mystery Race" -- Race briefing & route revealed!

8:30 am to 1:00 pm

"Aloha 300 Mystery Race" -- Optional race challenge begins!

5:30 pm to 6:30 pm

Sunset Cocktails -- at the Lagoon Green, Hilton Hawaiian Village.

6:30 pm to 9:00 pm

Awards Banquet -- at the Lagoon Green, Hilton Hawaiian Village.

"Voted the best race banquet anywhere, ever!"

→ → **GREAT HAWAIIAN AIR RACE -- CERTIFICATE OF INSURANCE** → →
(Return this completed form or acceptable form from insurance company)

Make Certificate out to:
The Make-A-Wish Foundation of Hawaii
P.O. Box 1877
Honolulu, Hawaii 96805

This is to certify that Policy Number _____ has been issued by the Insurance Company
below to _____ effective _____ and expiring on _____
(Insured) (Date) (Expiring date)

Owner of Aircraft: _____

Approved Aircraft: Make _____ Model _____ N Number _____

Approved Pilot: _____ Approved Co-Pilot _____

Passenger(s) (1) _____ (2) _____ (3) _____

Terms of the Policy:

The Insurance Company named below warrants that:

1. The above described Policy contains no exclusions or conditions which in any way impact coverage as respect to participation in the Make-A-Wish Foundation's Great Hawaiian Air Race.
2. The above-described Policy must provide at least the following Limits of Liability:

A: Bodily Injury Liability (excluding passengers) \$100,000 each person,
\$1,000,000 each occurrence

Passenger Bodily Liability \$1,000,000 each person

Property Damage Liability \$1,000,000 each occurrence

OR

B: Single Limit Bodily Injury (including passengers) & Property Damage Liability \$500,000 each occurrence

3. The above described Policy has been endorsed so as to give the party to whom this certificate is addressed 10 days prior notice in the event of any material change or cancellation which will affect coverage during the race period.

4. Name "**The Make-A-Wish Foundation of Hawaii, its officers, employees, and volunteers**" as additional insured.

5. Insurance must be in force the days of February 16 through February 21, 2000.

Issued at _____ this _____ day of
_____ 199_____

Insurance Company: _____ Underwriter _____

By: _____ Title _____



The Great Hawaiian Air Race



YEAR 2000 -- HOTEL & TRAVEL INFORMATION



The following information is provided only as a guide in helping air racers arrange travel and accommodations. Each racer is responsible for making their own reservations for travel and hotel accommodations. Your own local travel agent may also offer competitive packages.

HONOLULU (WAIKIKI) HOTEL RATES:

Hilton Hawaiian Village (host hotel): \$165 per night (Village garden view -- GHAR rate, reserve by Jan. 12). 800-HILTONS (800 445-8667) (ref. Donna Nakai) <http://www.hawaiianvillage.hilton.com>

Ala Moana Hotel (by Ala Moana Shopping Center): \$89 to \$139 (GHAR rate, per Marty Milan, sales). 800-367-6025, fax 808 944-6839, e-mail: martyamh@gte.net Web: <http://www.alamoanahotel.com>

Outrigger Hotels: \$63 to \$157 per night (Economy to mid-range -- five hotel choices. GHAR rates, ref. Kalei, Group Sales). 800-325-7171, E-mail: reservations@outrigger.com
Web site: <http://www.outrigger.com>

RENTAL CARS, Honolulu: Reserve directly through any major rental car company. A rental car is not a necessity, but is recommended -- there's a lot to see! Only limited shuttle service is provided between airport and hotels, however shared rides with other racers should be available.

HANA, MAUI ACCOMMODATIONS (Fri. & Sat., Feb. 18 & 19 -- Limited space! Book early!!):

Hotel Hana-Maui (host hotel) (4-star -- one of Hawaii's most charming hotels): \$225 (garden room), \$300 (sea ranch cottage) (GHAR rates). 800 321-4262, 808 248-8211, fax 808 248-7202 (ref. Kelly Hill or Larry Mayo, mgr.).

Hana Alii Holiday Vacation Rentals: \$70 to \$200. 800 548-0478, 808 248-7742, fax 808 248-8595.

Hana Hale Malamalama Rentals: \$100 to \$185. 808 248-7718, fax 808 248-7429 (John Romain). E-mail: hanahale@maui.net Web site: <http://www.hanahale.com>

Hana Maui Vacation Rentals: \$55 to \$65. 800 991-2422, 808 248-8087 (tel/fax). <http://readysset.net/client/HanaMauiVacationRental/index.html>

Camping Out at Coila Eade's Hana Ranch: \$25/person (for 2 nights) donation to Make-A-Wish. (Contact race committee to reserve -- some loaner tents available, or bring your own).

RENTAL CARS (Hana, Maui, Feb. 18-20): Dollar, 808 248-8237 (\$47.99 per Tamba), GHAR rate for any available vehicle, regardless of size (Jeep Cherokee, mid-size, van, etc.). A rental car on Maui is not required, but is a good idea if you want to explore this beautiful area. Dollar is the *only* car rental available in Hana -- cars must be brought in, so reserve at least 30 days ahead.

AIRFARE ONLY: Cheap Tickets, Inc. (800 652-4327, <http://www.cheaptickets.com>) offers some of the lowest fares. You can also check with your local travel agent.

SAMPLE PACKAGE RATES -- AIRFARE, HOTEL & RENTAL CAR -- TO/FROM HONOLULU

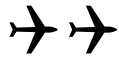
Call: Pleasant Hawaiian Holidays: 800 242-9244

Includes: Round-trip air from Los Angeles to Honolulu (call for rates from other cities).
Hotel accommodations (5 nights). Compact car rental (one per room).
Plus: Lei on arrival; breakfast orientation; tote bag. All taxes included.

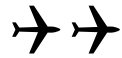
Premium (Hilton Hawaiian Village):	\$1,835.00 single	\$1,125.00 double (per person)
Mid-range (Outrigger Reef):	\$1,425.00 "	\$ 950.00 " "
Economy:	\$1,035.00 "	\$ 725.00 " "



The Great Hawaiian Air Race



OPTIONAL ACTIVITIES -- HANA, MAUI



Depending on the speed of your airplane and whether you choose to include Easter Island in your race planning, you should be arriving at Hana Airport between 10:30 AM and noon on Friday, February 18. Depending on when you are scheduled to handicap for the speed portion of the race, this gives you Friday afternoon off, plus all of Saturday to explore Hana before the Saturday evening festivities begin at 5:00 PM. And there's so much to do in Hana!

Of course, you can explore the Hana area on your own and drive the famous "Hana Highway", reputedly the world's windiest road -- over 600 turns, with more than 60 historic bridges built around 1910 -- all narrower than most people's driveways! Visit historic Hasegawa General Store (there's a song about it), where everyone from Charles Lindbergh to George Harrison and Kris Kristofferson have shopped. Visit the Seven Pools at Haleakala National Park, just eight miles from Hana. Hike, swim, horseback ride, and enjoy the pristine beauty of Hawaii's most secluded treasure.

The race committee has selected several fun activities that you may wish to include in your afternoon's itinerary. Allow 2-3 hours for each of these (except the hang gliding). Each of these is a sponsor of the air race, and each has offered special rates for GHAR participants -- ***please show your appreciation***. Please also make reservations at least 30 days in advance, if possible, since all of these operations are small and can only accept small groups.

**** KAHANU GARDEN & PI'ILANIHALE HEIAU **:** A private tour of the largest Hawaiian heiau (native Hawaiian religious site) -- literally a hand built "mountain" of lava stone. Open only to private groups, you will have the opportunity to view this unique site as the archaeological restoration is completed, reclaiming it from centuries of jungle growth. Located near the airport on the grounds of the National Tropical Botanical Garden's lush 123 acre trust property. \$10 for GHAR. Book at least 10 days ahead. 808 248-8912, fax 808 248-7210 (Francis Lono). Web site: <http://www.ntbg.org>

**** HANA CULTURAL CENTER **:** ***Please pay a visit -- the Hana Cultural Center is co-sponsoring our evening luau/barbecue and entertainment.*** Located in "downtown" Hana. This small museum offers a variety of interesting exhibits of local history and native Hawaiian culture. Also on the property is the historic Hana courthouse and jail, and the Kauhale O'Hana replicas of an authentic Hawaiian thatched living community. Open daily until 4:00 PM only. No reservations necessary. 4974 Uakea Road, Hana. 808 248-8622. E-mail: heem@aloha.net Web site: <http://www.planet-hawaii.com/hana>

HANG GLIDING HAWAII: At Hana Airport. Powered dual hang glider flight along scenic Hana coastline with an instructor. You can log your hang glider time! Special 15 minute GHAR flight includes photos and logbook entry, \$40 (longer flights available). Meet Armin's flying dog (a TV star). 808 572-6557 (Armin). E-mail: hangmaui@maui.net Web site: <http://www.maui.net/~hangmaui>

OHE'O STABLES: Morning or afternoon mountain & waterfall rides through Haleakala National Park (with or without lunch), up to 6 riders per ride (12 total). 808 667-2222, fax 808 242-1972 (Ray).

MAUI CAVE ADVENTURES: Explore Maui underground. This 2 hour Hana cave tour takes you inside an extinct lava tube of Mount Haleakala! \$50 (\$25 each for eight or more for GHAR). Located about one mile from Hana Airport. 808 248-7308, fax 808 248-7074 (Deborah or Chuck Thorne). E-mail: hanacave@maui.net Web site: <http://www.maui.net/~hanacave>

HIKE HAWAII: Special 2 hour Rain Forest & Waterfall Hiking Tour for GHAR through Ohe'o Gulch (by Seven Pools) in Haleakala National Park, \$35. 808 879-5270, fax 808 876-0308. E-mail: hike@hikemaui.com Web site: <http://www.hikemaui.com>

The Great Hawaiian Air Race -- YEAR 2000 -- CONTESTANT LIST (as of 9/18/99):



Race #1	Arthur Mott, John Dawson & Robert Mott (bros.) (NC/VA)	C-172RG
Race #2	Marvin Guthrie & Howard Word (FL/HI)	PA-28 Archer
Race #3	Barry Schiff & (?) (CA)	
Race #4	Aimee Kuprash & Evelyn Ogata (HI)	C-172
Race #5	Willie Tashima & Gordon Bartsch (HI)	A36 Bonanza
Race #6	Linne Holmberg & Liana Holmberg (father/daughter) (HI)	PA-28
Race #7	Paul Schiff & Brian Schiff (bros.) (CO)	C-23 Sundowner
Race #8	Hank & Linda Bruckner (H/W) (HI)	Seneca (non-competing board)
Race #9	Don Johnson & Sharon Biloff (TX/CA)	C-150
Race #10	-- open --	
Race #11	Gert DeCouet & Joe Kiefer (HI)	Arrow
Race #12	Denise Waters & (?) (NY)	C-177B Cardinal
Race #13	Lyle Campbell & (?) (AZ)	
Race #14	Randy Cislo & Sharon Cislo (H/W) (HI)	PA28 Archer II
Race #15	Clyde Olivero & Julie Olivero (H/W) (MI)	
Race #16	Suzanne Skeeters & Barbara Clever (HI)	C-172N
Race #17	Tweet Coleman & Jenny Coleman (mother/daughter) (CA)	
Race #18	Greg Marshall & Bruce Chapman (HI/GA)	Lance (non-competing board)
Race #19	Stefan Fanselow & (?) (Japan)	C-172M
Race #20	Fred Sutton & Lucia Sutton & Jon Muralt (H/W) (Australia/HI)	C-172
Race #21	Clint Churchill & Ryan Churchill (F/S) (HI)	Extra 300L
Race #22	Jackie Siegel & Esther Grupenhagen (NY/MO)	BE55 Baron
Race #23	Bill Mertens & John Hirashima (HI)	PA-24 Comanche
Race #24	Chris Ferrara & Whit Callahan (HI/GA)	PA-32 Saratoga
Race #25	Maisie Stears & (?) (MI)	
Race #26	Wendell Davenport & Rich Pellagrino (HI)	Dragonfly
Race #27	Mary Rawlings & Mardell Haskins (CA/NV)	Archer
Race #28	Bob Watkins & Rafael Li (F/S) (HI)	M20E Mooney
Race #29	Rob Moore & Debbie Stanfield (HI)	L13A Consolodated Vultee
Race #30	Shelby Bowles & Dayle Kuhn (MD)	C-337
Race #31	Henri Payre & (?) (France)	C-172
Race #32	Jerry Barto & Eric Barto (F/S) (CA/HI)	PA-28 Archer
Race #33	Eliot Merk & Don Peters (HI/NE)	M20J Mooney
Race #34	Perry Watkins & (?) (CA)	
Race #35	Dave McKellar & Jon McKellar (bros.) (HI/OR)	C-172
Race #36	John Cox & (?) (NE)	
Race #37	Greg Ruzicka, Tim Peterson, Adrian Finland (CA/ID/HI)	C-310R
Race #38	Jim Lutter & Peter Kempf (HI)	PA28R200 Arrow II
Race #39	Richard Kimball & (?) (NE)	
Race #40	Phil Olsen & Bill Schafer, Hawaiian Historical Aviation Found. (HI)	L19 Cessna
Race #41	Willy Schauer & John Gleeson (HI)	RV-4
Race #42	Walter Price & Kelly Hamilton (NE/HI)	Maule XT7 Comet
Race #43	Jud Schandel & Mark Christianson (HI)	Mooney 201
Race #44	Steve Barnes & Perry Null (HI/NM)	M20J Mooney
Race #45	Tony Toscano & Roy Johnson (NY/VA)	
Race #46	Mike Ritter & (?) (HI)	C-172L
Race #47	Stuart Morse & (?) (NY)	
Race #48	Dave Bormes & Barbara Bormes (H/W) (SC)	non-C-172
Race #49	Scott Allen & (?) (HI)	RV-8A
Race #50	Mary Creason & (?) (MI)	Ford Tri-Motor (?)
Race #51	Peter Dudgeon & Andrew Dudgeon (F/S) (HI)	PA-28-180 Archer
Race #52	Mark Hunsaker & Stan Cadwalader (HI)	YAK-52
Race #53	Jim Byrne & Anne Crowley (H/W) (NY)	PA-28-140 Cherokee
Race #54	Jerry & Tammy Smith (H/W) (NM)	
Race #55	Chuck Forcey & Marcia Forcey (H/W) (IN)	C-152
Race #56	Larry Chubb & Robin Chubb (H/W) (IN)	C-152
Race #57	Fred Sorenson & (?) (WA)	Spartan Executive 7W
Race #58	Bruce Kaufman & Paul Ricotta (CA/MA)	C-172
Race #59	Ed & Alex Sternstein (H/W) (GA)	
Race #60	Al West & Cheryl Powell (H/W) (HI)	C-182
Race #61	Brian Barbata & Roger Cable (HI)	Bonanza
Race #71	Eric Wilke & (?) (AZ)	B-80 Queen Air
Race #77	Cheryl & Rodney Finke (H/W) (FL)	Arrow
Race #81	Russ Francis & (?) (HI)	Stearman
Race #88	Larry Betts & Miley Betts (F/S) (CA)	C-172N
<u>PENDING:</u>	Bob Gillespie (HI);	
	Bill Plum (HI)	Grumman

65Teams -- 25 States; 4 Countries - 13 Husband/Wife; 6 Father/Son; 3 Brother/Brother; 1 Father/Daughter; 1 Mother/Daughter.

The Great Hawaiian

✈ Air Race ✈

“The first great Pacific air race of the 21st Century”

“Continuing the spirit of the historic 1927 Dole Air Derby!”

February 17-21, 2000

“Vacation in Hawaii -- and Fly an Air Race!”

Proceeds benefit:

The Make-A-Wish Foundation®

Speed & Proficiency Cross Country Air Race

Two Day, 600-Mile Race, *plus* optional 300-Mile “Mystery Race”!

*Honolulu - Diamond Head - Molokai - Lanai - Kahoolawe - Molokini
Kalaupapa - Hana, Maui - Upolo Point - Kona - Lahaina - Shipwreck
Molokai - Makapuu - Honolulu -- (Full route details to be announced)
++ Two nights in Hana, Maui. Fun activities along route & banquet. ++*

Open to all pilots and airplanes meeting minimum qualifications.

First time racers welcome -- training seminars provided. Fly your own airplane, a rental plane, or pair up with an experienced Hawaii or mainland pilot. Fly in proficiency or speed category, or both. All airplanes handicapped for speed -- a C-150 stands an equal chance of winning against a Beech Baron!



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Coordinating Sponsors: General Aviation Council of Hawaii (GACH), Hawaii Historical Aviation Foundation, Air Race Central, & Hawaii Ninety-Nines.

For further information, or to order a race packet, contact:

Tel/Fax: (808) 836-1031 ✈✈✈ E-mail: racepilotgreg@compuserve.com

Web site: <http://www.flyhawaii.com/GHAR.html>

The Great Hawaiian Air Race

RULES & REGULATIONS -- 2000

A. THE GREAT HAWAIIAN AIR RACE

1. **The Great Hawaiian Air Race (GHAR)** is a two day, cross country aviation fund-raising event promoted by and for the Make-A-Wish Foundation of Hawaii. The GHAR is open to all eligible licensed pilots and aircraft. The GHAR is limited to fixed wing, stock or modified aircraft in the normal or utility category, of not less than 100 horsepower nor more than 600 horsepower. Turbocharged and experimental airplanes may enter upon review and approval by the Race Committee. The GHAR will be flown during daylight hours under VFR conditions and in accordance with the Federal Aviation Regulations. Each contestant enters this race to support the fund raiser and is expected to exercise good judgment, airmanship, and sportsmanship at all times in the interest of safety and fun. The following Rules have been adopted to assure maximum safety and fairness for all contestants.

2. These rules have been developed by the Race Committee for the purpose of promoting a safe race and giving all participants a fair and equal chance to compete.

B. OVERVIEW

1. The object of the race is to fly a perfect, two-day cross country flight over a prescribed course of approximately 575 miles, demonstrating precise navigation to over twenty checkpoints. Contestants may enter in one of two, or in *both* race categories: (a) **Best Speed**; *and/or* demonstrating (b) **Best Proficiency** in calculating their time and fuel consumption for the race route. The winner of the GHAR in the Speed category will be that airplane which averages the highest ground speed in knots in relation to its assigned handicap speed (maximum determined for their airplane). The winner of the GHAR in the Proficiency category will be that airplane that flies the race route in an elapsed time closest to its estimate and burning an amount of fuel (in tenths of gallons) closest to its estimate. Along with trophies in 1st through 5th Place in both Speed and Proficiency categories, special awards will also be given in other categories, including best overall score, best spot landings, best family team, best flight school team, best women's team, best low-time pilots team, best airline team, and an award for sportsmanship.

2. Before the beginning of the race, each airplane entering the Speed portion of the race will be test flown over a prescribed GPS course to determine its top speed, which will be assigned as that airplane's "handicap speed". The purpose of handicapping is to allow any airplane, regardless of power or speed, to compete equally in the GHAR. The winning airplane in the Speed category is the airplane which exceeds its assigned handicap speed by the largest margin, calculating winds and course to best advantage. Each airplane in the Proficiency category will depart Honolulu with full tanks, and the exact quantity of fuel taken on at each fuel stop and at the race finish will be recorded by Race Officials.

C. PILOT & CREW QUALIFICATIONS

1. **PILOT IN COMMAND.** The pilot in command must meet the following requirements: Hold a US pilot's certificate of private grade or better, a current medical certificate, and be current and proficient in the type of aircraft to be flown in the race. Have logged, as pilot in command, at least 200 hours flight time, including at least 15 hours within the preceding six months, and a minimum of 100 hours of cross country flight time. Pilots with less time may apply for a waiver, or may substitute rated co-pilot time. Non-US pilots must hold a valid pilot's certificate from their own country, have evidence of meeting current medical qualifications for issue of the foreign license, and otherwise meet FAA requirements.

2. **CO-PILOT.** A co-pilot *IS* required for the race. No pilot's license is required for the co-pilot unless acting as the pilot in command.

3. PASSENGERS AND CREW. Passengers and additional crew are allowed to fly in the race provided they are identified by name and number on the Application for Entry form and are at least 16 years of age. The crew and passengers named on the Application for Entry are required to fly the entire race. In the Speed portion only, a speed penalty will be assessed for the legs that less than all crew or substituted crew and passengers are not on board the aircraft.

4. AGE OF CREW. Pilots must be 18 years of age or older unless flying with an instructor. All crew and passengers must all be 16 years of age or older. Crew or passengers under the age of 18 years will only be permitted with written parental consent, upon approval of the Race Committee, and providing that the pilot possesses advanced ratings (instrument, and/or above private pilot) and greater than 1,000 hours combined crew time.

5. PILOT DOCUMENTS. Pilots must carry with them and show to GHAR officials the following:

- (1.) Airman Certificate.
- (2.) Current Medical Certificate.
- (3.) Evidence of hours and Biennial Flight Review.

D. AIRCRAFT REQUIREMENTS

1. ELIGIBILITY: An aircraft is eligible to race if: (1) it is an airplane certified in the normal or utility category, (2) the make and model is listed in the FAA Airworthiness Specifications or Type Certificate data sheets, and (3) it is powered with one or more normally aspirated reciprocating engines of not less than 100 and not more than 600 rated maximum continuous power for all engines. The GHAR committee reserves the right to refuse entry to any aircraft not meeting the requirements of these rules or any aircraft which the designated judge(s) may feel is unsafe. Any airplane that cannot be operated per manufacturer's and/or engine specifications at maximum power continuously for the handicapping is ineligible for the Speed category, but may enter the Proficiency category.

2. Modified airplanes are eligible to race provided they have proper documentation of the modifications or conversions showing FAA airworthiness approval. All FAA 337 forms must be noted in the aircraft's log. Streamlining by means of tape, caulking, etc. is not permitted, nor is removal of any standard functioning equipment unless declared as a "modification" on the GHAR application and accepted by the GHAR Committee.

3. Experimental, or airplanes of greater or lesser horsepower may be entered in the race at the discretion of the Race Committee, subject to the determination that they can be handicapped fairly (for the Speed portion) and flown safely in competition with other contestants. **Turbocharged** airplanes may only be entered in the Proficiency portion of the race. (Rev. 6/2/99).

4. The following documents must be valid, and carried in the aircraft or available for inspection:

- a. Airworthiness Certificate.
- b. Registration Certificate.
- c. Operating Limitations or Aircraft Flight Manual.
- d. Weight & Balance data.
- e. Engine and Airframe Logbooks and all Forms 337.
- f. Evidence of current annual inspection.

5. Officials reserve the right to re-inspect or re-time any airplane prior to, during, or after the end of the GHAR, and to reassign handicaps or take other action to maintain adherence to GHAR Rules, the integrity of the GHAR, and fairness as deemed necessary by the GHAR Committee. Following conclusion of the GHAR, and at any time thereafter without limit, should the GHAR Committee become aware of any infraction of GHAR Rules, violation of FARs, willful fraud, or other deception that would have affected the outcome of the GHAR, the GHAR Committee reserves the right to recall and rescind any awards it deems to have been incorrectly or undeservedly issued.

E. INSURANCE REQUIRED: Each contestant must carry and keep in force during the race liability coverage for the airplane of at least \$1,000,000 per occurrence for bodily injury and property damage, with a minimum \$100,000 per passenger sub-limit. Each contestant must provide a Certificate of Insurance, issued by the insurance company showing the required insurance coverage for the pilot and naming *The Make-A-Wish Foundation of Hawaii* as an additional insured. The certificate must be delivered to the Registration Chairman at or before race registration.

F. SAFETY EQUIPMENT

1. Each aircraft shall carry the following minimum required safety equipment. The safety equipment shall be shown to GHAR officials at impound, and carried within easy reach of the crew at all times in flight. (Refer to the Safety Equipment Checklist for other recommended equipment).

- a. One approved self-inflating life raft with sufficient capacity for all crew.
- b. One approved life vest for each occupant.
- c. One portable VHF radio. This may be either a portable ELT/EPIRB (separate from that mounted in the airplane) or a VHF portable aviation com radio with spare alkaline batteries. A portable cellular phone with spare batteries is also recommended, but not mandatory.
- e. Visual signaling devices, consisting of any or all of the following: Signal mirrors, strobe lights, smoke, or flares.
- f. A minimum of one quart of drinking water per occupant.

2. Items other than rafts and vests should be carried in a floatable satchel or nylon bag, with non-waterproof items in double waterproof baggies.

3. As an option, both for the handicap and the race, each aircraft may carry up to an additional 15 lbs per occupant of any approved safety equipment shown on the "GHAR Safety & Survival Equipment Checklist", subject to the following conditions:

- a. All additional equipment must be declared at the start of the race on the "Entry Form & Registration -- Safety and Survival Equipment Contest", at which time the optional equipment (only) will be weighed and the weight recorded.
- b. The additional safety equipment should be divided into emergency packets for each occupant, but need not be divided exactly by weight or content. Each packet shall be of sturdy material (nylon, canvas, etc.), and have an attached lanyard or shoulder strap. Any items that are not waterproof (radios, first aid kits, rations, etc.) must be contained in suitable waterproof containers (waterproof pouches or zip-lock bags).
- c. Race aircraft may carry more than 15 lbs additional safety equipment per occupant during the race, but only 15 lbs per occupant of optional equipment may be carried during handicapping.
- d. During both the handicap and the race, safety equipment must be carried in the passenger compartment (not a baggage area) within easy, quick reach of the aircraft occupants.
- e. The purpose of this rule is to encourage greater safety without weight or speed penalty. However, any racer found abusing these provisions will be assessed a speed penalty. Random ramp checks of safety equipment, accessibility, and weight will be made at the start of the race, along the race route, and at the race finish.

G. RACE NUMBERS

1. **RACE NUMBERS:** Race numbers are assigned in the order that applications are received. Racers may fashion their own temporary numbers from contact paper or tape, or order them in advance from the GHAR (subject to availability).

2. **SPECIAL RACE NUMBERS:** For a fee of \$10, special race number requests will be accommodated for any two digit race number, if not already assigned. For a fee of \$25 (total), an entrant may apply for a "permanent" assignment of such number (with the exception of numbers 1-3) for all future Great Hawaiian Air Races. However, should the applicant not register timely for future races, or not race in two consecutive Great Hawaiian Air Races, the number may be reassigned as needed by the air Race Committee.

3. DESCRIPTION: Each race number must be at least eighteen (18) inches high, have three (3) inch wide bars and be proportionally spaced. Numbers must be black or near black on white border background, which must extend at least two inches around each number.

4. APPLICATION: Race numbers must be applied on both sides of the airplane and may not interfere with registration numbers or advertising. The race numbers must be on the airplane before the handicap flight test. They shall be located on either the vertical stabilizer or cowling.

H. HANDICAPPING

1. HANDICAPS: Each airplane entering the Speed portion of the race competition must fly the prescribed GPS handicap course and will be assigned a handicap speed based on the flight test to determine the airplane's maximum speed in race configuration. The aircraft is flown over the officially designated GPS handicap course at full power in straight and level flight. Special effort will be made to establish fair and competitive handicaps for all airplanes.

2. HANDICAPPING DEADLINE: Flight crews and passengers are required to be prepared for the handicap flight test at least one half hour before their assigned time.

3. HANDICAP FLIGHT TEST PROCEDURES: The handicap flight test is conducted in the following manner:

a. Crew and Passengers. The pilot in command and all passengers that are named in the Application for Entry form, (less the co-pilot whose place is taken by the check pilot), must be on board for the flight test. No substitutions of pilot or passengers are allowed for the flight test without the permission of the Handicap Chairman. As close as possible, the weight of check pilots will be matched to the co-pilot's weight (using ballast, if needed).

b. Aircraft Contents. All baggage, scuba gear, tools, spare parts, oil cans, cleaning supplies, and other equipment not required by these rules to be on board for the race must be removed from the airplane for the flight test. Equipment that is required to be carried, such as life raft, life vests, tie down gear, approved safety equipment, aircraft documents, and charts for the race route only, may be carried in the airplane during the flight test. Safety equipment must be properly stowed in a location of ready access to the pilot and co-pilot during the handicapping and during the race.

c. Fuel. All aircraft must fly the handicap flight test with the aircraft's main tanks FULL, using 100 octane aircraft fuel. No auto-gas or fuel additives are permitted. A fuel sample may be taken from each airplane prior to or after the flight test and tested for additives or auto-gas. All wing tip and auxiliary tanks must be empty for the flight test. Failure to fly the flight test with wing tip or auxiliary tanks empty is grounds for penalty or disqualification. The term "tip tanks" as used in these rules means only those fuel tanks located at the extreme outboard end of the wing, that are not contained within the uniform airfoil shape of the wing. If, however, the aircraft's Flight Manual expressly describes a tank located at the outboard end of the wing as a "main" tank, then such a tank is not considered a tip tank. The Race Committee reserves the right to specify special fueling levels for any aircraft that would have an undue advantage or disadvantage due to its fuel capacity or tank configuration.

d. Power Setting. In order to receive a handicap speed and be eligible to race in the Speed portion of the race, the aircraft must fly the entire handicap course with all engine controls set full forward (or to maximum power) to ensure that each engine develops its maximum available power. Throttle, mixture and propeller controls must be in their full forward position against the stops at all times while flying the handicap course and **may not be reduced**. All ram air or filter bypass intakes must be open. No exceptions are made for aircraft which have a "rated take-off power" approved for take-off for a limited period of time that is different from "rated maximum continuous power." Airplanes unable to fly at full power due to red-line or other limitations are not eligible to enter the Speed portion of the race, but may compete in the Proficiency portion of the race.

e. Flight and Airplane Configuration. During the flight test, landing gear and flaps must be fully retracted. Cowl flaps, vents, doors and other exterior openings must be closed and/or retracted. *Anything* that may increase the airplane's drag or reduces the engine's output power or thrust must be in the reduced drag position. The airplane must be flown at the required maximum power setting, at constant full speed, in a level and straight direction over the entire timing course while fully trimmed. A check pilot will be assigned by the Handicap Committee to each aircraft and is required to be on board for the flight test to insure that the aircraft is properly configured and flown. The check pilot will check that the aircraft is trimmed in straight and level flight by asking the pilot to remove his hands and feet from the controls from time to time during the handicap run. The check pilot is fully authorized to require that the flight test be re-flown one or more times until properly flown. Failure or refusal for any reason to configure the aircraft or fly the flight test as requested by the check pilot or as required by these rules will result in the airplane being disqualified or in an assessment of a speed penalty. The aircraft's crew member acting as pilot in command of the aircraft, (not the check pilot or any other Race Official) is solely responsible for the safe operation of the aircraft and complying with all applicable Federal Aviation Regulations during the flight test.

f. Handicap review. The Handicap Committee, of its own accord, may call for the re-flying of any aircraft's handicap flight test if it appears that the speed of the aircraft is not in line with the manufacturer's or ARC published speeds for aircraft of the same make and model, or based on prior performance of the same or similar aircraft.

I. PILOT BRIEFINGS

MANDATORY RACE BRIEFINGS. Failure of the Pilot to attend mandatory race briefings will be grounds for penalty or disqualification. Co-pilots and crew are encouraged, but not required, to attend race briefings. Other, non-mandatory briefings are encouraged for all crew.

J. IMPOUND AT START

1. IMPOUND. After each airplane completes its handicap flight test and lands, the aircraft is immediately impounded. An airplane remains impounded and is not released from impound until it takes off at the start of the race or is released by a Race Official. After the handicap run, the aircraft will be re-inspected, engine components marked and cowls sealed by a Race Official. Other than removing or stowing flight gear immediately following handicap and impound, the aircraft may not be entered until the next morning's pre-race inspection.

2. Authorized Work. An airplane in impound may be re-fueled by line crew only. The aircraft may not have any repair, modification, adjustment or mechanical work of any kind performed on it whatsoever, unless done with the prior approval and under the direct supervision of a Race Official. In addition, while an airplane is in impound it may not be cleaned, waxed, or polished, except that windshields may be cleaned. Additional seals may be placed on the RPM governor, magnetos or engine cowling to insure compliance with these rules after any work is done.

3. Pre-flight Inspection. Before each day's race start, the crew may conduct only normal pre-flight inspection procedures during the time designated, including cleaning windshields and a walk-around visual inspection of the airplane. Engine cowlings may be opened for the sole purpose of checking fluid levels and visually inspecting the engine compartment. The impound rules described above continue to apply until the airplane takes off. Race Officials must be present to supervise all pre-flight inspections wherein seals are broken or cowlings (other than oil doors) are opened.

4. Fuel. Aircraft must start the race with all tanks full, except auxiliary and wing tip tanks (as previously defined), unless it is shown that with full crew and passengers full tanks are not within the weight and balance parameters. Aircraft unable to comply with these fueling requirements may be ineligible to enter one or both categories of the race, subject to determination by the Race Committee. Aircraft requiring special fueling configurations must obtain written approval of the Race Committee in advance of registration. All fueling must be completed and paid for the night before the race start.

K. FLYING THE RACE

1. THE START.

a. Take-off Order. The order of take-off for each airplane is assigned by the Start Chairman. The Official Starter notifies each aircraft for engine start and departure. In general, aircraft will depart in groups with fastest airplanes departing first.

b. Re-starting. If an aircraft is unable to take-off in the assigned sequence or returns to the airport at the start because of mechanical problems, the aircraft may not attempt to take-off again until all of the other aircraft have departed. If the airplane is able to depart within two hours of the departure of the first race airplane, it is permitted to re-start the race without penalty. If the airplane is unable to depart within the two hour period, it is scratched for that leg of the race but is eligible to continue and compete in subsequent legs. On the initial departure from Honolulu (HNL) only, any racer who is assigned a vector from HNL Tower or Departure that takes him from his direct course before reaching the first checkpoint (Diamond Head) may, at his option, return to HNL for an immediate re-start without penalty.

2. DURING THE RACE.

a. Re-start of Leg. Except for aircraft permitted to return to the start of the race and re-start as described above, elapsed time continues to run if the airplane returns and lands at the start of the race or lands at any location off of the race course for any reason.

b. Failure to Land at RON by Deadline. If an airplane is unable for any reason to land at the mandatory remain overnight ("RON") airport (Hana) by the arrival deadline for the day, the pilot in command must, as soon as the delay becomes apparent and by whatever means are available, notify the Stop Chairman for the RON airport or a Race Official of the delay.

c. Change of Crew or Passengers. If a pilot in command or an airplane withdraws from or is unable to complete the race, a member of the Race Committee must be notified immediately. A crew member or passenger may become the pilot in command, provided he or she is qualified under these rules and the requirement of a co-pilot is met. If any airplane entered in the Speed portion of the race reduces its number of crew or passengers during the race, a speed penalty will be assessed.

d. Required Maintenance. If aircraft maintenance or repairs are necessary after the handicap flight test or during the race, appropriate entries must be made in the aircraft and engine logbooks, and all applicable FAA forms must be completed. The Stop Chairman or local Race Official must be notified by the pilot of any such work on the aircraft. Upon request, the pilot shall provide proof of proper entries in the logbooks or elsewhere acknowledging the work done. Handicap chairman may declare the aircraft's speed invalid and require the aircraft to re-fly the handicap course at the end of the race.

e. Unauthorized Work. Other than required maintenance or repairs that are necessary for continued airworthy flight of the airplane and which are made in accordance with provisions of the above paragraph, no repairs, adjustments, modifications or other mechanical work of any kind shall be performed on an airplane during the race without the prior approval of a Race Official.

f. Cleaning. After the start of the race, only the windows, leading edge wing and elevator aircraft surfaces may be cleaned, polished or waxed.

g. VFR Flight. All flight must be conducted under visual flight rules and in weather conditions that are greater than the minimums prescribed for VFR flight.

3. FLY-BYS

a. Fly-By Instruction Sheets. The procedures described in the Fly-By Instruction Sheets are designed to promote safety during a high work load phase of the race and ensure recording of accurate flight times. Contestants are required to familiarize themselves with the details of each fly-by, and to fly the procedure course exactly as described and make all required radio calls. Fly-By Instruction Sheets may be amended by a control facility or at a race briefing.

b. Elapsed Time at Fly-By. Except as otherwise provided, elapsed time for each leg begins at drop of flag from a static start and continues to run without interruption until the airplane correctly follows the fly-by procedure and crosses the timing line at the end of the leg.

c. Incorrect Fly-By. The race spotters at some fly-by locations are authorized, but are not obligated, to determine whether or not a pilot has followed the fly-by procedures. If they determine that a pilot has flown a poorly executed fly-by procedure, they will request the aircraft to re-fly the procedure. A fly-by is considered incorrectly flown if any part of the procedure is not followed, including, without limitation, if the airplane is not flown exactly along the course specified in the Fly-by Instructions, in the specified direction and at the specified altitude. An incorrect fly-by, or failure to re-fly the procedure at the spotters request, may result in a penalty.

d. Photo Recording. Each race team will be issued a disposable camera at the race start with which to take a photograph of each specified check point along the race route. Cameras will be collected at the end of each race day. Failure to photograph all of the checkpoints in sequence in a manner substantially identical to the examples provided in the Fly-by Instructions may result in a penalty. The GHAR bears no responsibility for defective cameras, film, or processing. At its option, each race team may also use a backup still or video camera that has been approved before the race start by the Race Committee. The seal on film or videotape must be opened in the presence of a race official. (Rev. 9/1/99).

e. Radio Calls. If any of the required radio calls are not heard by the timers or spotters, or not made when required, or if the airplane is not identified by the timers or spotters, the airplane's number will be noted with comments at the fly-by time, and a penalty may be assessed by the Race Judges.

4. FLIGHT PLANS. Unless otherwise advised by a Race Official at a race briefing, the pilot in command is solely responsible for filing, activating and closing flight plans for all flights during the race. Flight plans are mandatory. A penalty or fine may be assessed for failure to open or close a flight plan when required.

5. RACE DEADLINE EXTENSION AND CHANGES. If adverse weather conditions or other unforeseen circumstances require a change in the published race route or procedures becomes advisable, the Race Committee may change the race route, delay the departure, designate a different finish or mandatory stop airport, extend the deadline to arrive at an airport or make any other changes it considers necessary to complete or terminate the race in a safe fashion.

L. AFTER THE RACE

1. IMPOUND AND INSPECTION OF AIRCRAFT AFTER THE RACE.

a. All airplanes are impounded upon landing at the end of the race. No mechanical work of any kind may be done on an airplane while it is impounded without the prior approval of a Race Official. Once you leave your aircraft, you will not be allowed to return until the race results have been published. Failure to adhere to this policy may result in penalties.

b. All aircraft are automatically released from impound within 6 hours following the official end of the race, except that aircraft that are being inspected or re-flown remain impounded until released by a Race Official. An airplane may be released from impound earlier if permission is given by a Race Official.

c. An in-depth post-race inspection may be performed on aircraft finishing in the top ten places, and any aircraft for which a protest or request for investigation concerning its eligibility is filed. Pilots of aircraft to be inspected are notified of the time of the inspection, and must be present at their aircraft with keys, aircraft documents and log books. Airplanes may be inspected without the pilot being present if the owner gives his permission. Failure or refusal to permit such an inspection may be grounds for penalty or disqualification.

d. To determine the conformity of the aircraft or its components to these rules and to applicable FAA regulations and specifications, the Inspector or Race Officials may perform the following tests during the post-race inspection: A static run-up of engine(s). An RPM check. A compression check. A fuel analysis to detect additives. An horsepower output test. A cylinder displacement test. A magneto timing check. A gear retraction test. An in-flight test of the airplane. Any other test deemed necessary by the Inspector. Aircraft may be re-flown to verify the handicap speeds assigned. The Judges Committee and Handicap Chairman may change any assigned handicap speed. Should facts be uncovered in the course of the inspection which show an attempt has been made to increase the speed of the aircraft over that flown in the handicap flight test, the Judges Committee will be so advised. It is the intention of these rules that nothing be done to the aircraft subsequent to the handicap flight test to mechanically increase its performance above its speed as flown during the flight test. The Judges Committee, with or without a protest, and with or without a flight test, may investigate and disqualify any aircraft should it come to the Committee's knowledge that an airplane does not conform to the intention of these rules.

2. POSTING OF SCORES AND POST RACE BRIEFING.

a. **Posting of Unofficial Scores and Protests.** Following the end of the race, unofficial scores and recorded times are posted (*or may be made available by phone*) for verification or protest by the contestants. At the posting, contestants are requested to verify their times by signing their score sheets. Contestants may, however, protest their own times or the times of any other contestant before the deadline for filing protests. If a contestant does not file a protest of times and scores before the deadline, the contestant waives any right to file such a protest at a later time.

b. **Post-race Briefing.** A post-race briefing is held following the end of the race. All contestants are requested to attend. Questions, comments and suggestions for future races are invited and encouraged.

c. **Official Scores.** All scores and standings released prior to the awards ceremony are unofficial. Official results are announced at the awards ceremony.

3. PROTESTS AND REQUESTS FOR INVESTIGATION.

a. **Protests Permitted.** A pilot in command may protest any violation of these rules or request an investigation of an alleged violation by another contestant.

b. **Filing Procedure.** A protest or request for investigation must be filed in writing with the Judges Committee. Each protest, except for a protest of a contestant's own score or elapsed times, must be accompanied with a non-refundable fee of \$25.00 for each airplane against which the protest or investigation is filed. Within the time periods prescribed by the Race Committee, and upon payment of a non-refundable \$25 fee, any racer may file a formal protest pertaining to his or another racer's handicap, score, or penalty assessment. The \$25 fee may be waived or refunded if the judges agree with the protest. A minimum of three judges shall be impaneled to review the protest in a timely fashion, at which time the racer and his crew shall be granted the opportunity to present any and all evidence or witnesses pertaining to the protest. The decision of a majority of the panel shall be final. (Rev. 9/1/99).

M. JUDGES COMMITTEE

1. The Judges Committee is composed of three impartial Committee members. At least one Judge is designated as Chief Judge.

2. The Judges Committee may take action to disqualify or penalize any airplane or pilot at any time up to the release of the final results, should sufficient evidence indicate that any race rules or FARs have been broken. The Judges Committee is also empowered to recall any awards and prizes given if, following the race, sufficient evidence comes to light that demonstrates that a race team committed a serious breach of any race rule or FAR. In such a case, the Committee may re-issue the award and prizes as warranted. All decisions of the Judges Committee are final and may not be appealed.

N. PILOT RESPONSIBILITIES

1. The pilot in command is responsible for:

- a. Ensuring that the crew, passengers and airplane comply with these rules.
- b. Ensuring that all required paperwork for both the airplane and crew is in his or her possession, or in the airplane throughout the race.
- c. Paying all registration fees, airplane and personal expenses incurred by crew and passengers in connection with the race including, without limitation, expenses for aircraft repairs, fuel, hotel, and meals.
- d. Making all required hotel reservations.
- e. Filing a flight plan before each take-off, activating it, extending it and closing it upon arrival, unless instructed otherwise at a race briefing.
- f. Notifying the nearest Stop Chairman or Race Official immediately if a pilot or crew member withdraws or of any other change in crew or passengers.
- g. Notifying the Stop Chairman or Race Official immediately if unable to land at a remain overnight (RON) airport by the assigned arrival deadline.
- h. Ensuring that sufficient fuel, including a safe reserve, is carried on all flights during the race.
- i. Seeing to the safe operation of the airplane.

O. DISQUALIFICATION AND PENALTIES

1. **DISQUALIFICATION.** A contestant or an airplane may be disqualified for any of the following reasons:

If an airplane remains overnight at other than a mandatory remain overnight airport.

If a pilot flies a timing line in the opposite or nearly opposite direction or otherwise performs a fly-by in an unsafe manner.

If, during the race, non-contestant spouses, relatives, sponsors or friends of a contestant, fly the race route with or ahead of the contestant in a separate aircraft.

If the airplane flies through a special use airspace (SUA) without permission.

If the airplane makes an unsafe course reversal along the race route or into the path of another aircraft.

If radio-out instructions are not followed.

If fuel is exhausted, or the aircraft lands without complying with VFR fuel minimums.

If unauthorized work or maintenance is performed on an airplane during the race or while in impound at the start or terminus of the race.

If an airplane leaves the post-race impound without being released.

If the pilot in command does not attend any mandatory briefing.

If the pilot fails or refuses during the flight test to fly the airplane at the required power setting, with the required amount of fuel, and in proper race configuration.

For any other substantial violation of these rules or FAA Rules (FARs) as determined by the Judges Committee.

2. PENALTIES. For violations of these rules or FAA Rules (FARs) the following penalties may be assessed by the Judges Committee (Knot Penalties apply to the Speed portion, Time Penalties (in minutes) apply to the Proficiency portion). Penalties may also be applied, at the discretion of the Judges Committee, to any other rule violation, unsafe conduct, or any other deliberate action not described herein that might give a contestant an unfair advantage over other race teams.

- 1 Knot/minute for that leg for rolling across the Start Line prior to the drop of the flag, or tower clearance.
- 2 Knots/minutes for that leg for failure to follow applicable fly-by procedures and instructions, unless the timing line is properly re-flown as instructed.
- 2 Knots/minutes for that leg for any unauthorized reduction in crew or passengers.
- 2 Knots/minutes for making wide S-turns or circling within 2 miles of the race course line or within 5 miles of a race checkpoint or airport in order to expend time or fuel.
- 2 Knots/minutes if a pilot makes a fly-by at a designated airport after the arrival deadline.

3. FINES. Monetary fines ranging from \$10 to \$100 may be assessed against contestants for other infractions that do not directly affect safety, speed, or race scores. Examples of these include a) Improper race numbers; b) Tardiness at any mandatory race briefings; c) Failure to open or close a flight plan; d) Tacky race attire or grooming; and e) Making disparaging remarks, funny faces, obscene gestures, flour bombing, or mooning any GHAR judges or timers. Failure to pay an assessed fine promptly may result in assessment of a speed or time penalty.

P. MISCELLANEOUS

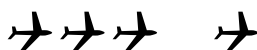
1. Release of Liability. All participants are required sign a Release of Liability form to be supplied by the GHAR prior to the race start. This form releases the Make-A-Wish Foundation, its directors, officers, employees, agents, GHAR Committee Members, Race Officials, Race Sponsors, and all others connected with the race from any and all liability for injury to persons or damage to property. No pilot or crew member shall have any claim for damage, expenses, or otherwise against the Make-A-Wish Foundation, or any others connected with the race by reason of scoring, or disqualification of the airplane, the pilot or crew. The GHAR Committee reserves the right to refuse participation in the race to any applicant for any reason deemed sufficient by the Committee.

2. Refunds. Donations made in accordance with entry in the GHAR are not refundable since they qualify as fully tax-deductible donations (prizes are funded by outside sponsorship), regardless of whether the race is postponed or canceled due to weather or any other reason. (Rev. 9/1/99).

3. Special Division (GHAR staff only): The GHAR chairman and co-chairmen (those involved specifically with route planning) are not permitted to compete directly with other racers for regular race prizes or trophies. However, they are permitted to fly the race route and compete for special awards within a GHAR committee division only.

4. Risk. Aircraft are impounded before, during, and after the race at the owner's risk. No responsibility for fire, theft, or other hazards is assumed by the GHAR. It is the sole responsibility of the pilot to supervise, inspect, and approve the tie-down of his or her aircraft at all times.

HAVE A FAIR, FUN, & SAFE RACE!



Revised 9/1/99
SUBJECT TO REVISION

GHAR-RULE--9/1/99