

ДОБРОЛЕТ



BAIKAL RACE

Москва И.Новгород Казань Стерлитамак Челябинск Ицган Ишим Омск Новосибирск Красноярск Нижнеудинск Иркутск

Historical flight

...September 1928 the first air mail was delivered by “Dobrolet” (predecessor of “Aeroflot”) to Irkutsk. More the 4000 km, day and night on unequipped aircrafts Russian pilots opened high speed communication with remote part of Soviet Union: capital of Baikal - Irkutsk...



Federation Aeronautique Internationale
The World Air Sports Federation



ФЛА России

Event organizer FLA Russia

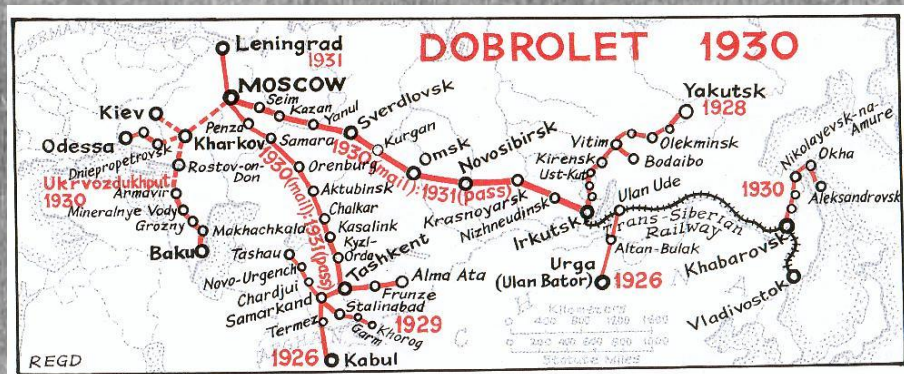


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Historical flight

In honor of brave and courageous first pilots we organize an event which intends to attract attention to the developing General Aviation in Russia and also to give unique chance for foreign crews to attend long distance rally with fabulous destination: **Lake Baikal!**



The Race will pass through European part of Eurasia continent, Ural mountains bordering Asia and Europe continuing then to East Siberia.



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Sport component

The race has significant sport component. Competitors will have the chance to prove their abilities to navigate above variety of landscapes: from high populated areas to seas of forests, from mountains to beautiful river's valleys finally arriving to the most beautiful lake on Earth – Baikal.

Organizers are focusing on security and safety of Competitors, but the Race will be staffed with interesting en-route tasks thus even experienced crew will not get bored!



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Event concept

Long distance air rally:

- Russian and International crews
- legs from 300 to 500 km, 6 to 9 days one way
- check points for timing control
- combination of intermediate landings with/without landing test
- en-route navigation w/o electronic instruments (some legs allowed)
- with en-route ground targets and other tasks...



Admissions:

- GA fixed wing, 5700 kg, single or twin, range 700 km and more
- PPL or CPL with 300 hrs and more (some exceptions by administration)
- valid license & medical
- possibility of partial participation on certain legs...



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Preparation level (current)

- 1) **Route planning** - preliminary route agreed by organizer committee: 2448 nm, 29 hrs flying time, 10 landings, 6 racing days, combination of qualification and “transit” legs to ensure safety on most complicated ones.
- 2) **Landings** - agreed with 8 airports/airfields. 7 precision landings planned.
- 3) **Fuel distribution** (over 65 tons of 100LL) agreed with logistic company. Price negotiation pending.
- 4) **Technical support** agreed with Tecnam Official Dealer for Rotax and Lycoming engines; Cessna authorized dealer will be accompanying the Race at own cost
- 5) **Judge and volunteers** teams agreed preliminary
- 6) **Website** (Russian version) launched. Questioning on GA web recourses shown hi interest level to the event.



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Preparation level (current)

7) Intellectual rights -

reserved (logo, idea etc)

8) Race budget including fees

– 50% done

9) Accommodation,

transportation and meals –

cleared and budgeted

10) Preliminary applications:

15 (targeted 30)

DB/ICAO	Name	New entries	Flying Routes VFR/IFR	Leg, NM	Time, 85KTS	ETD, UTC	ETA, UTC	SR/SS, UTS	LND	WP Type	Race Day
LUML/LUMS	Severtsk airfield/Moscow	no	-	0	0,00	3:00	-	03:00/13:45	-	Start Point	1
RU-0284	Bezino airfield/N/Novgorod	no	VFR	173,8	2,04	2:33	3:03	03:00/13:45	precision	intermediate landing	1
RU-0147	Kurtadzi airfield/Kazan	ok	VFR	202,6	2,38	2:13:00 (+1)	7:36	02:13/14:33	precision	intermediate final point	1
Total per day				376,4	4,43					2(2)	
UMUS	Sterlitamak airfield	no	VFR	269,5	3,10	3:51	3:21	01:50/14:30	precision	intermediate landing	2
USCV	Kalechevo airfield, Chelyabinsk	ok	VFR	211,1	2,48	1:30:00 (+1)	8:21	01:23/14:10	precision	intermediate final point	2
Total per day				474,6	5,58					2(2)	
USUU	Kurgan (civil airport)	no	IFR	137,8	1,62	3:40	3:10	01:10/13:30	normal	intermediate landing	3
RU-0120	Ishim airfield	no	IFR	140,7	1,66	3:20	3:20	-	-	intermediate landing	3
RU-0347	Maryanovka airfield/Omsk	ok	IFR	130	1,53	0:40:00 (+1)	6:52	00:40/13:21	precision	intermediate final point	3
Total per day				408,5	4,81					2(1)	
RU-0110	Mochische airfield/Novosibirsk	ok	VFR	360,8	4,24	0:02:00 (+1)	4:53	01:00/12:44	precision	intermediate final point	4
Total per day				360,8	4,24					1(1)	
UNKM	Cheremkha airfield/Krasnoyarsk	ok	VFR	323,7	3,81	23:20	3:51	23:20/12:00	precision	intermediate final point	5
Total per day				323,7	3,81					1(1)	
VOR NVD	Nizhneudinsk (civil airport)	no	IFR	235	2,76	3:17	2:18	22:43/11:29	normal	intermediate landing	6
UIII	Irkutsk (civil airport)	no	IFR	263,8	3,10	-	3:31	22:35/11:15	normal	Final Point	6
Total per day				498,8	5,87					2(0)	
Grand Total				6/4	2442,8	28,74				10 (7)	6



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Important issues

Overall organizer budget will be significant. In order to keep financial conditions for Competitors within reasonable range we plan to attract sponsors and key to this task is the Event level. That's why FAI official event status is the crucial point to have the Race happened.

State authorities are debriefed about the Event and seems to be ready for “green light” if Event is proved to be international competition.

Nevertheless Event depends very much on changes in local air law which is now becoming more friendly to GA but...



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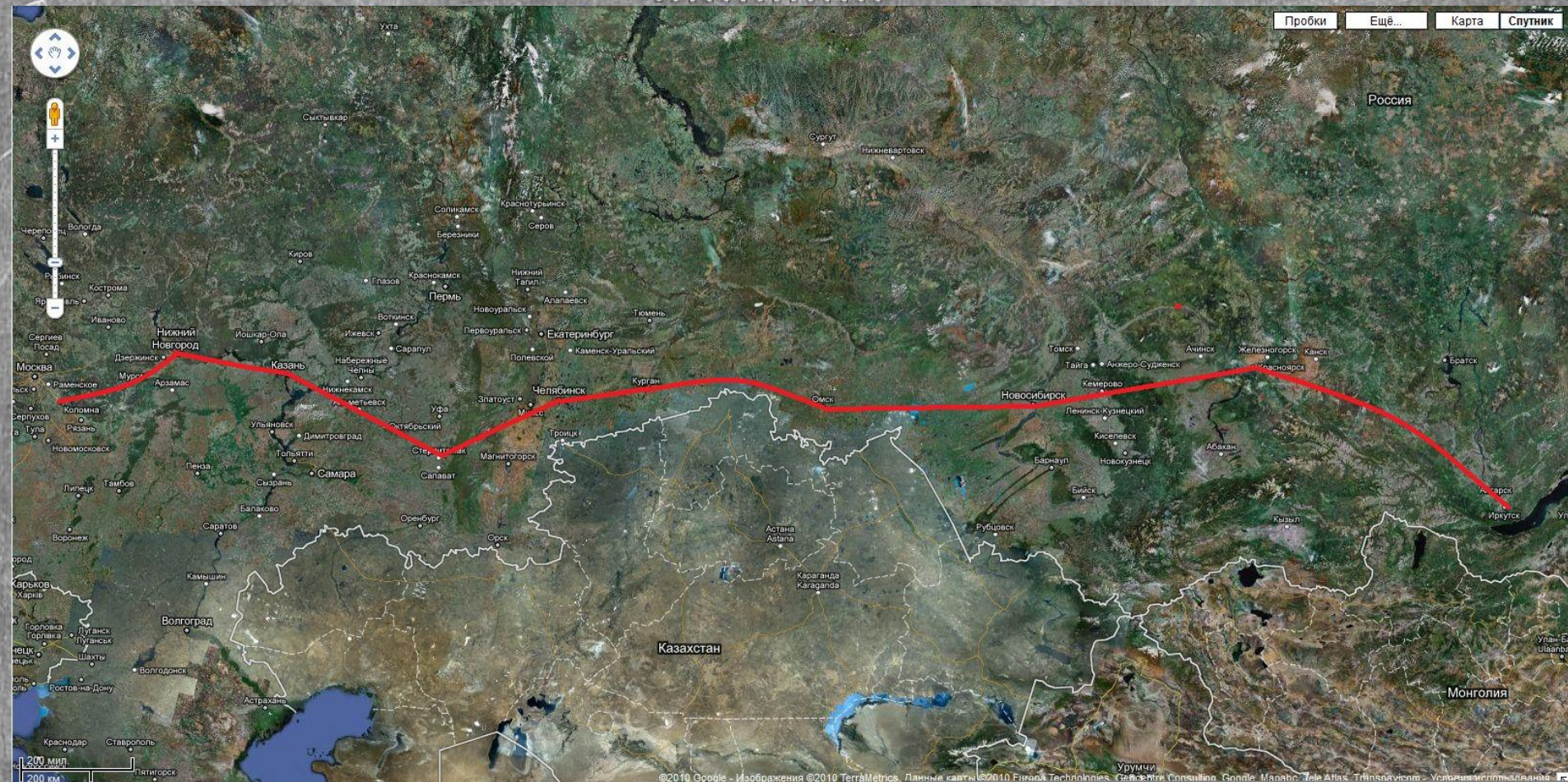
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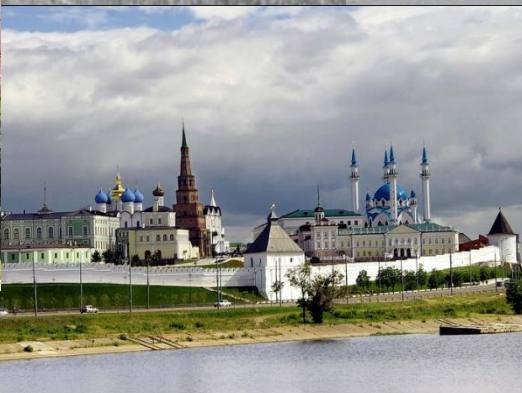
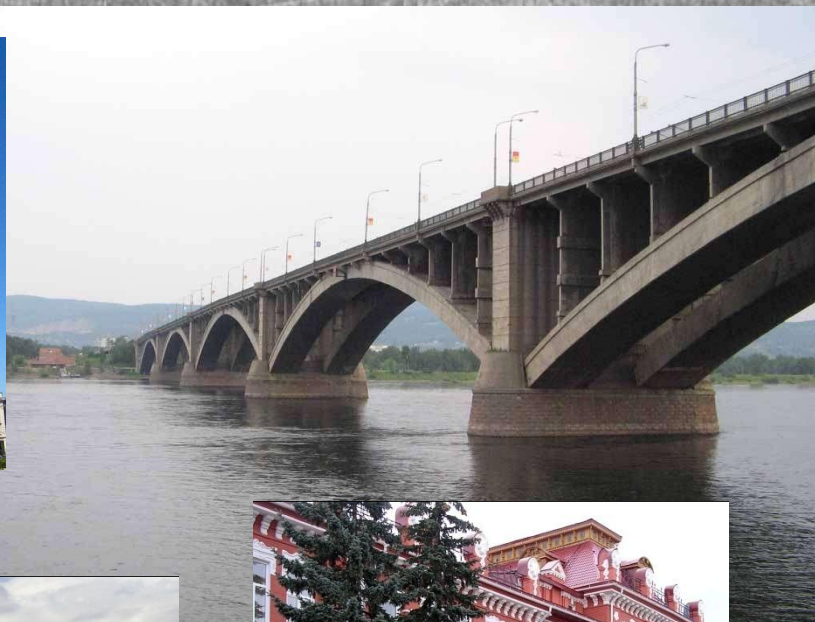
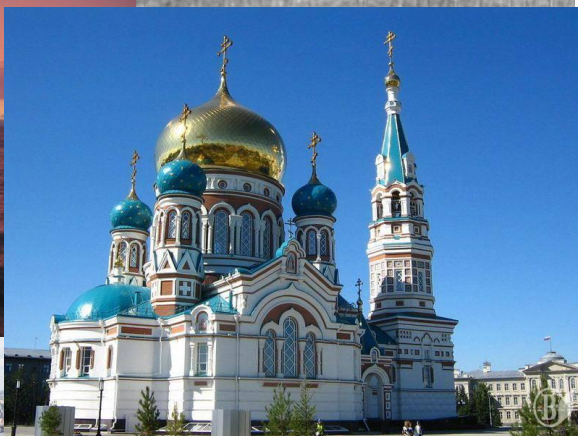
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