

GOLD CUP AIR RALLY (GCAR)

A PROJECT OF THE EAST CANADA SECTION OF THE NINETY-NINES

The GOLD CUP AIR RALLY (GCAR) is a women's cross-country competition flown in day VFR conditions. Challenges are based on questions related to the flight, identifying route landmarks from photos or by taking photos, calculations related to the flight, executing spot landings, scavenger hunts, or other surprises.

BACKGROUND

In 2000, the East Canada Section of the Ninety-Nines Governor Marilyn Dickson proposed a women's air rally to celebrate the 50th anniversary of the Ninety-Nines in Canada. Hence the name **Gold Cup** Air Rally. First prize winners' names are engraved on the beautiful Gold Cup.

A committee consisting of Dee Birchmore, Marilyn Dickson, Jean Franklin Hancher, Margo McCutcheon, Anna Nosko, and Coreen Shalley met regularly (over delicious dinner meetings) and planned the first five rallies. Since 2006, the 1st place winners organize the next rally to give the original organizers a break.

Goals of the rally are for participants to

- expand our flying experiences,
- focus on safety during our flying,
- meet the challenges of planning and flying longer cross country flights, and
- enjoy the camaraderie of other women pilots during longer trips.

The GCAR is a project of the East Canada Section 99s and is intended to be financially self-supporting, though that may not always be possible. The ECS Treasurer currently administers the GCAR income and expenses.

SAFETY

For the 2021 GCAR, Covid-19 Protocols in place at the time of the rally for the areas in which we will be flying, must be followed, for the protection of ourselves and each other. All women who choose to participate in the GCAR are indicating that they agree to comply with the protocols.

Participants are expected to exercise good judgment at all times, for our own safety, that of other participants and of other pilots.

One of the organizers obtains a weather briefing daily for the planned route and shares weather and relevant NOTAMS with GCAR participants. We want to stay together as a group. If the weather forecast is marginal, as a group we discuss alternative options and then collaboratively make a go/no go decision. No team should feel pressured to fly in weather with which they feel uncomfortable.

ROUTE

The GCAR is typically planned for 2 - 4 days which does not include flights to the starting point and home from the terminus. For example, the 2007 rally from Pelee Island to Boulder, CO was planned for 5 days. Several of us attended the Ninety-Nines convention and then took a few more days flying home. The longest time some women were away was in 2009. We flew the route from Rockcliffe to St. Anthony's, NF in the planned 3 days, but with weather delays en route home, from beginning to end, some of us were away for nearly 3 weeks. The 2012 GCAR was only one day, in an effort to attract women with limited time away from work or family, or restrictions on rental planes but this didn't attract more participants. Previous GCAR participants indicated a strong preference for longer rallies.

Destinations have varied over the years. On four occasions they were coordinated with International or the East Canada Section of the 99s. (Appendix B Previous GCARs) Each leg is usually no more than a 3 hour duration at the speed of a C172.

CREW

Each airplane must have at least two pilots on board. All participants must be women, but need not be members of the Ninety-Nines.

The PIC must hold a current medical, a current license for the aircraft type flown, a minimum of 100 hours as PIC, and must be current as per CARS.

The Co-Pilot may be a licenced or student pilot.

Non-licenced female participants may be accepted for the 3rd seat).

AIRCRAFT

Each aircraft must have installed equipment and carry current documents as listed:

- Functioning ELT, Mode C transponder
- Functioning VHF radio(s)
- Certificate of Airworthiness
- Certificate of Registration
- Approved POH
- Journey Log showing last Annual Inspection
- Weight and Balance data
- Proof of Insurance valid for GCAR dates
- Survival Equipment and clothing appropriate to the geography and season.

If the Rally route includes the USA, participants **must** have a current passport and the aircraft must have a current U.S. customs sticker. (We may want to include this as a requirement regardless of planned route, in case weather "sends us south" - i.e. 2001.

FLIGHT PLANNING

All flights are VFR. Pilots/co-pilots of each aircraft plan their route.

Each PIC is responsible for filing and closing her aircraft's flight plan.

If Customs is required, the PIC is responsible for filing eAPIS and contacting Customs as required.

ADDITIONAL REQUIREMENTS

Crew and aircraft documents are checked at the start point, before the initial briefing, to ensure that they comply with Transport Canada regulations.

Each team is given rally numbers to attach in a visible place on each side of the plane, not blocking any part of the aircraft registration.

Each team should have at least one cellphone on board - for challenges which involve photographing something, as well as for communication on the ground.

Each person shall sign a waiver, releasing the committees and all connected with the Rally from any and all liability whatsoever.

CHALLENGES

Usually each leg of the GCAR route has a set of questions or other challenges. The exception may be if we are flying within busy airspace and our attention must be focused on following required procedures.

Before departing on each leg of the route, each team will receive challenges for that leg. Questions are expected to be answered enroute to the next destination.

Answers must be handed to the Designated Rally Organizer (DRO) within 30 minutes after landing, unless told otherwise.

If photograph(s) are to be submitted, they must be labelled clearly with team number and which question(s) they answer. Poor labelling will result in a zero for that answer.

If we are weathered in for an extended time, organizers may distribute a set of "ground" challenges. Answers to these challenges must be submitted within the timeline stated by the organizers.

When challenges include time or fuel estimates, estimates must be submitted to the DRO **prior to departing** that leg.

Upon **completing that leg**, the aircraft is topped off with fuel and the amount of actual fuel taken is also submitted to the DRO. If a TOP OFF is not possible due to weight and balance, the team must demonstrate and document the before and after fuel amounts for allowable fuel rather than a top off.

Scoring is determined by the organizers. Marks are awarded for the correct and completeness of answers on quizzes, fuel estimation, scavenger hunt items, and any other contests the committee includes during the rally.

The Spot Landing contest is a separate award not associated with winners of the rally.

Appendix A

East Canada Section The Ninety-Nines Gold Cup Air Rally

**PARTICIPANT INFORMATION:
(Please complete info below for each rally participant)**

A complete entry form consists of:

- Participant Information for each rally participant
- Aircraft Information for the team and
- The Entry Fee of \$125 per participant includes final banquet, insurance and prizes. Accommodation, meals en route, aircraft expenses, etc. are the responsibility of each participant.

A. PILOT INFORMATION	
PILOT (Name):	Aircraft Registration:
Cell Phone #	Phone #:
Email:	Pilot License #:
Medical Category:	Date of Last Medical (YY-MM-DD):
Street Address:	City/Prov/Postal Code
EMERGENCY CONTACT for Pilot: (Name)	Phone #:
Cell Phone #:	Work Phone #:
Street Address:	City/Prov/Postal Code
Pilot Fee Payment \$125.00 CAD (Check one): Cheque enclosed: _____ *E-transfer: _____	*If E-transfer, enter Date sent to treasurer@canadian99s.com YY-MM-DD:
B. AIRCRAFT INFORMATION: (To be completed by PIC)	
Registration:	A/C Type:
Nav Equipment:	
Functioning ELT (Type):	
Functioning Mode C Transponder:	
Functioning VHF Radio(s):	
GPS Model:	

Insurance Carrier Name:	Expiry (YY-MM-DD):
Date of most recent Annual Inspection (DD-MM-YY):	
Certification: As Pilot-in-command, I will ensure that the required aircraft documents and survival gear are carried in the aircraft during the GCAR event (see next page for list):	
Signature:	Date:

Required Documents: According to Canadian Aviation Regulations, the following documents must be carried in an aircraft:

- Valid Certificate of Airworthiness
- Certificate of Registration
- Pilot Operating Handbook for that aircraft
- Weight and Balance
- Journey Log
- Proof of Insurance for the aircraft
- Valid Crew Licenses & Medical Certificate
- A copy of the Intercept Orders is highly recommended (CFS).

Survival Gear: Appropriate for geographic area, weather and climate conditions is also required.

Minimum requirements include:

- Means of starting a fire
- Water or a means of purifying water
- Signalling device
- Shelter (can be a blanket, tarp or means of building a shelter)
- First Aid kit

Please be advised that following is needed for U.S. travel:

- A valid current Passport. You are advised to have your passport with you during the rally, in case our route changes because of weather.
- A current U.S. Customs sticker for your aircraft. You need to apply at DTOPS online. At this point you may not receive the actual decal but print proof of payment and bring in the aircraft. This is acceptable for CBP (US Customs and Border Protection).

C. CO-PILOT/PASSENGER INFORMATION:	
CO-PILOT #1 (Name):	Aircraft Registration:
Cell Phone #	Phone #:
Email:	Pilot License #:
Medical Category:	Date of Last Medical (YY-MM-DD):
Street Address:	City/Prov/Postal Code
EMERGENCY CONTACT for Co-Pilot: (Name)	Phone #:
Cell Phone #:	Work Phone #:

Street Address:	City/Prov/Postal Code	
Co-Pilot #1 Fee Payment \$125.00 CAD (Check one): Cheque enclosed: _____ *E-transfer: _____	*If E-transfer, enter Date sent to <u>treasurer@canadian99s.com</u> YY-MM-DD:	
<u>CO-PILOT #2/PASSENGER</u> (Name):	Aircraft Registration:	
Cell Phone #	Phone #:	
Email:	Pilot License #:	
Medical Category:	Date of Last Medical (YY-MM-DD):	
Street Address:	City/Prov/Postal Code	
EMERGENCY CONTACT for Co-Pilot: (Name)	Phone #:	
Cell Phone #:	Work Phone #:	
Street Address:	City/Prov/Postal Code	
Fee Payment \$125.00 CAD (Check one): Cheque enclosed: _____ *E-transfer: _____	*If E-transfer, enter Date sent to <u>treasurer@canadian99s.com</u> YY-MM-DD:	
D. ACTIVITIES WILLING TO ASSIST WITH BEFORE/ DURING THE RALLY:		
Activity	Check \checkmark	
	<i>BEFORE</i>	<i>DURING</i>
Transportation arrangements (car rental, taxi)		
Lunch provision (via restaurant arrangements, or bringing food)		
Dinner arrangements (<u>not</u> banquet). Consider distance, transportation/reservations needed		
Banquet - arrange where and food/drink, cancellation policy?		
Gift bags , trinkets, badges, medallions, mini trophies, welcome tourist bags		
Prizes: Obtaining for first place (or 2 nd and 3 rd if budget allows)		

Badges: Designing and obtaining (Mary Norman now has person in South River) who did the last few		
Spot landing: personnel – set up and marking, safety		
Photos: Taking photos ahead of time if applicable, and making duplicates for teams		
Accommodation: usually done by organizers, but not always		
Media: arranging newspaper, tv, radio, social media, online at starting, enroute and at destination		
Extra activities available at destination? Entertainment?		
Sponsorship for any portion of the Rally- food, prizes, goody bags		

APPENDIX B

PAST GCAR DESTINATIONS AND WINNERS

DATES	START	FINISH	ROUTE	COMMENTS	WINNING TEAM
2000 06 08 - 10	LONDON CYXU	MONTREAL - CYUL	CYKZ-CYRO- CYRQ-CYFC- CYSC-CYUL		Anna Pangrazzi Lynn Shinn C-GOPB
2001 07 15 - 18	GUELPH CNC4	CALGARY - CYYC	KFNT-KDBQ- KSUX-KBIS- KGGW-CYQL	Planned to fly Canadian route but WX led to American route - Lethbrdge before back in Canada	Margo McCutcheon Heather Norton Akky Mansikka C-GOVQ
2003 06 14 - 17	OSHAWA CYOO	SUMMERSI DE - CYSU	CYQB-CYYY- CYXK-CYYY		Anna Nosko Akky Mansikka C-CHLN
2004 06 27 - 28	BUTTONVILL E CYKZ	MEADOW LAKE - CYQV	CYXZ-CYQT- CYWG-CYQV- CYLJ		Sue Kime Mollie Richards C-GXFM
2005 09 23 - 24	ROCKCLIFFE CYRO	SAULT STE MARIE - CYAM	CTRC-CTRQ- CYMW-CYTS		Mary Norman Lynn Shinn C-FFOV

DATES	START	FINISH	ROUTE	COMMENTS	WINNING TEAM
2006 09 15-16	OSHAWA CYOO	GRAND MANAN - CCN2	CZBM-CCS3		Marilyn Dickson Jean Franklin Hancher C-FVLA
2007 09 09- 13 (or 12)	LEAMINGTO N or Pelee CLM2 - CYPT	BOULDER. CO -KBJC	KML2 KDET KMIE KYIN K59 KGLD KBJC	Others may have used different route	Jocelyn Lecluse Janet Chesterfield C-GTLJ
2008 06 15 - 16	MONTREAL CYHU	QUEBEC CITY CYQB	CYHU KBTV- KGFL CYQB	planned Bar Harbour Maine, changed due to WX. Flew to Lake George NY , Montreal, Ste Foy then squeaked into Quebec City in marginal VFR.	Susan Begg Maureen Egan Sharron Lutman C-FTEM
2009 06 21-23	ROCKCLIFFE CYRO	ST. ANTHONY CYAY	CYML-CYZV- CYNA-CYBX	3 days to get there as planned - but away for nearly 3 weeks!	Marilyn Dickson Jean Franklin Hancher C-GYTI
2010 07 24-26	HANOVER CPN4 now CYHS	BRANDON, MANITOBA CYBR	CYAM-CYXZ- CYQT-CYAG- CYAV-CYGM	10th anniversary - Heather Bishop entertained	Mary Norman Anna Pangrazzi C-FFOV
2011 09 09-11	CYKZ	PRICES AIRPORT, LINDEN, MI 9G2	KDRM-KTVC- KFNT	Stayed with Anna's friends	Suzanne Wiltshire Lisa Bishop C-GTLJ
2012 09 15	EDENVALE CNV8	PELEE ISLAND CYPT	CLM2	one day	Sophie Veilleux Rani Tolton C-FYSW
2013 09 06-07	ROCKCLIFFE CYRO	KPOU	KSYR-KLHV	Lockhaven	Mary Norman Mary Woodall Akky Mansikka C-FFOV
2014 09 12-13	CYHS-CYYB	COCHRANE CYCN BUTTONVIL LECYKZ	CYYB-CYCN- CYQA	Flew Ewing Rally at BUTTONVILLE at end	Sharron Lutman Lina Masi C-FCTW

DATES	START	FINISH	ROUTE	COMMENTS	WINNING TEAM
2015 09 10	PELEE ISLAND CYPT	BOWLING GREEN, KENTUCKY KBWG	KPCW-27K		Susan Begg Robin Hadffield C-FLJL
2016 07 10	ROCKCLIFFE CYRO	GASPE CYGP	CYRI		Nicole Harris Sophie Veilleux C-FYSZ
2017 09 23-24	ROCKCLIFFE CYRO	QUEBEC CITY CYQB	CSD4		Rani Tolton Val Marshall C-FFRA
2018 09 14-15	ROCKCLIFFE CYRO	SUMMERSI DE - CYSU	CYRI-CYSU		Mary Norman Maureen Egan Akky Mansikka C-FFOV
2019 09 19-20	COLLINGWO OD CNY3	THUNDER BAY DYQT	CPT2-CYAM- CYXZ	Only one plane made it IFR - others returned to SAULT STE. MARIE CYAM with CNY3 as terminus	Susan Begg Asti Livingston Diane Stewart C-FLJL
2020 09	COLLINGWO OD CNY3	EARLTON CYXR	CYQA-CYZE	Covid - most gals camped	Mary Norman Akky Mansikka C-FFOV

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