

NOTAMS (2-17-11)

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Special provision for violating the terms of the continental briefing sheets in unusual circumstances.

It is possible that teams may violate the terms governing a continent's bonus airports, aircraft availability, or airspace restrictions and that the violation will not become apparent until later. (For example, the active Duty Officer may not know the relevant continental briefing sheet information because that information is kept secret from not-yet-qualifying teams.) When such a rules violation becomes clear, the Committee will require the team to re-fly the leg, with an additional minor penalty of 15 minutes, if it is possible to do so while maintaining the integrity of the subsequent sequence of legs. (This might require a re-fly of the violating leg and one subsequent leg as well.) Otherwise, or at the team's option, the team will incur a 2-hour penalty without any further requirement. If the incident appears to be an intentional violation to gain racing advantage, or accidentally gained more than two hours' advantage, the Committee reserves the power to impose a more severe penalty. This said, teams are urged to check and double check that they are abiding by the terms of the continental briefing sheets.

Pilots of subsonic aircraft.

Pilots of subsonic jets may not exceed Mach 1.00. If it is discovered that the pilot exceeded the limit, a penalty of not more than one hour will be assessed. It is the responsibility of the pilot not only to choose a subsonic aircraft but also fly it in the subsonic regime.

Night Vision Enhancement.

There are several "night vision enhancements" available. Some are attempts at simulating military night vision, others have other capacities. All of these are prohibited. Using any sort of "night vision enhancement" is simply cheating. (Radar, GPS, TAWS, and other gauges are fine. Just not "enhanced night vision.")

Aircraft NOTAMS

Previous decisions stand, unless otherwise noted.

EH-101 Fix.

For those pilots willing to move into helicopters in FSX/Accel, the included EH-101 has been noted to have decent flying characteristics with one exception - an engine surge that renders it less desirable. A fix has been put forward on Hovercontrol. Note that the RTWR rules normally prohibit changes to an aircraft .cfg file but this is one of those rare exceptions. Competitors are reminded that unauthorized changes may have serious consequences.

Explanation and change lines can be found here:

http://www.hovercontrol.com/artman/publish/article_152.shtml

Aircraft Eligibility Decisions for 2011.

Avro Vulcan. (Italo D'Attomo and Giovanni Quai)

At full throttle, the aircraft's flight dynamics produce speed that is far in excess of the published real world figures. This speed provides a large and unrealistic competitive advantage. While otherwise we make no judgment, the aircraft is unsuitable for RTWR racing.

Avro Vulcan. (JustFlight/PSS)

Tests indicate that the aircraft can cruise at supersonic speeds. The aircraft is disqualified from the subsonic aircraft category.

SAAB J-29F (Tim Conrad, Piglet)

At full throttle, using the afterburner, the aircraft is moderately too fast. Moreover, at full afterburner its range is far too long. This excessive range produces an unrealistic competitive advantage. In the future, this aircraft is almost certain to be judged unsuitable for RTWR racing. However, at the request of several teams, in 2011 it will remain eligible.

Convair 990A (Historic Jetliners Group)

This aircraft appears too fast by a sizeable margin. However, given the history of past usage, the aircraft will be eligible for 2011. Note that the aircraft will be subjected to further inquiry and it appears at the current time that the aircraft will be judged unsuitable for future races. Additional input from the teams would be useful.

Supermarine Spiteful (A.F. Scrub)

The aircraft remains ineligible for this year. From current information, it appears that the aircraft will not be eligible because insufficient numbers were put into active service.

In addition, aircraft modified and updated by Mark Rooks and Bob Chicilo are a boon to the flight simulation community and much appreciated by everyone concerned. But their updates and modifications are difficult to track so their aircraft are judged unsuitable for RTWR racing in 2011.