

2011 Flight Simulator Around-The-World Race
ROUTING AND SPECIAL RULES

1. Starting Time.

- a. The race will begin on 19 February 2011 with a special kickoff event at 1500 UTC (1000 EST) at Princess Juliana Airport, Saint Maarten (TNCM).

2. Special Optional Start for the 2011 Race – Operation Piña Colada.

- a. As a relief to the winter weather, this year's Kickoff Event takes place in the tropical warmth of the Caribbean. Sandals and flowering shirts are the uniform of the day. Starting at 1500 UTC, teams may earn bonus time by retrieving packages from the area airports before the baton departs at 1600 UTC. Each transit earns the team a 15 minute bonus (6 may be earned, one per airport) for a maximum reward of 1½ hours bonus time. All flights should include the appropriate transit weight, along with a 170 pound pilot, while conforming with the aircraft's Maximum Gross Weight limit. This means that some aircraft, on some legs, may need to fly more than one leg to accomplish the task. Pilots start at the outlying airports and carry the cargo/passenger to TNCM. Legs do not require the outbound flight, only the inbound flight.
 - i. 2,500 lbs of the famed Black Pineapples from Antigua (TAPA) – Must be ferried in with a DC-3, Ford Trimotor, Grumman Goose or Lockheed Vega
 - ii. 2,500 lbs Cruzan Rum from St. Croix (TISX) – Must be ferried in with a DC-3, Ford Trimotor, Grumman Goose or Lockheed Vega
 - iii. Two 750 pound sealed cases of sensitive financial documents from Tortola/Beef Island, BVI airport (TUPJ) – Must be ferried in with a DC-3, Ford Trimotor, Grumman Goose or Lockheed Vega
 - iv. 500 lbs electrics assemblies from Saint Kitts and Nevis (TKPK) – Must be ferried in with a C-172, C-182 or Maule M-7
 - v. One 230 lb banker from Anguilla (TQPF) – Must be ferried in a Piper J-3 Cub, Ryan NYP or Curtiss Jenny
 - vi. One 170 lb sunburned pilot from Saint Barthélemy (TFFJ) – Must be ferried in a Piper J-3 Cub, Ryan NYP or Curtiss Jenny -- or the pilot may fly over himself in the AirCreations Trike
- b. The baton posts are to be made on a separate thread, listing both pilot and the aircraft. If the pilot crashes, the flight is invalid: the pilot may immediately re-fly

the leg. Teams may choose to fly multiple parallel missions to insure against possible troubles. Pilots may fly more than one leg as desired.

- c. Teams may fly the designated MSFS default aircraft or they may choose from among the explicitly authorized substitutions. (For details, see the FAQ.)

3. Race Start from Princess Juliana (TNCM).

- a. On February 19, following the special start outlined in Rule 2 above, the scored portion of this year's race will begin and end at Princess Juliana Airport, Saint Maarten. From there, you can fly anywhere, but in order to win, each team must meet both the general and the special route requirements (see below).
- b. Round-the-World flight operations commence at 1600 UTC with the post of an official thread by the Race Executive Committee on each of the teams' forums. Teams begin after the official post or, optionally, they may delay their departure to complete the Kickoff Event. *The teams may not start early: the initial departure is to be posted as a reply to the official start thread.*
- c. On the Saturday after the event, all teams and pilots are invited to participate in a celebration flight from Princess Juliana.

4. Routing.

- a. Teams must circumnavigate the world, passing through all degrees of longitude, and meet the following requirements:
 - i. The team must land at two airports 1,000nm apart on the main landmass of each continent.
 - ii. The team must land at two airports 500nm apart above 65 degrees North and two airports 500nm apart below 40 degrees South.
- b. *Continental Requirements.* Each team must land at one airport located in:
 - i. Africa – the nation of Cameroon
 - ii. Asia – the nation of Nepal
 - iii. Australia/Oceania – the nation of the Solomon Islands
 - iv. Europe – the nation of France
 - v. North America – the Canadian Province of Alberta
 - vi. South America – the nation of Brazil

- c. Restrictions on Airspace and Landing Rights. The global character of the race requires obtaining clearance, including overflight and landing rights, for many countries. This year, pilots have free access to all countries with the following exceptions.
 - i. Airspace and landing denied: North Korea, Iran, Syria, Somalia, Myanmar
 - ii. Airspace is open but no military aircraft may land: France (and Corsica), Saudi Arabia, Egypt, Tunisia, Iraq, Afghanistan, China (including Hainan, Hong Kong, and Macao), Indonesia (all islands), Colombia, and Ecuador (including the Galápagos Islands).
 - iii. Airspace pending negotiations (in any case, no military aircraft will be allowed to land): Libya, Ethiopia, Cuba, and Venezuela. These countries may be closed entirely or they may be open to civilian but not military aircraft landings. The probability of each negotiation's being successful is 50 percent: the results will be revealed in the Continental Briefing Sheets.
 - iv. The runways at Wake Island (PWAK) and Minami Torishima (RJAM) are closed for repairs during race week.

5. Bonus Airports and Bonus Jets.

- a. Four companies, Airbus and Boeing as well as Bombardier and Cessna, have decided to sponsor part of the race to show their good will and to demonstrate their aircraft to customers around the world. At selected airports, they have made available special subsonic jet aircraft ($M_{mo} \leq 0.95$) that may be used on flights departing from those airports. These are Bonus Airports and the aircraft are Bonus Jets. In addition to providing an opportunity to use a bonus jet, each bonus airport earns the team a one hour time bonus. Some bonus jet legs have the standard range of 750nm while others extend to 1,000nm. They are otherwise normal legs, notably limited to two hours in duration. During the race, teams may earn a time bonus, and optionally use the associated bonus jets, at six bonus airports anywhere on the globe.
- b. The companies are providing jets at their homes in Hamburg/Toulouse, Chicago/Seattle, and perhaps Montreal/Wichita. At some airports, they are making available the full range of their aircraft, including older refurbished models. At other airports, they offer only the short range models which are limited to a 750nm range. The identity of available bonus airports, as well as the class of aircraft available at each of those airports, will be revealed in the Continental Briefing Sheets. (For details on aircraft and possible airports, see the FAQ.)

6. Continental Briefing Sheets.

- a. The Continental Briefing Sheet reveals information as the race progresses. All teams face the same array of bonus airports and associated leg lengths. The

identities of the airports and ranges are determined probabilistically before the race by the chair of the Executive Committee, who does not participate in the race. However, the results of that determination will not be known until the teams open the respective briefing sheets.

- b. The system works in the following way:
 - i. At least 48 hours before the race, each team will form a briefing committee whose members must register with the race organizers. Then, 24 hours before the race, that committee will receive the secret team username and password as well as, separately, a password for each of the continents. Teams are responsible for maintaining the security of these items. At that time, 24 hours before the start, the team briefing committee may access one continental briefing sheet by using the secret username and password to sign on to the briefing sheet website here. The team may pick any continent.
 - ii. Teams become eligible to see the briefing sheet for one (1) additional continent upon fulfilling (that is, completing a leg at) each continental requirement country/province described in Rule 4. They go to the briefing sheet website and, on confirming that they are eligible, unlock the briefing sheet they desire and proceed accordingly. Thus teams are able to ‘see’ only one continent into the future routing of the race.
 - iii. **Teams may not unlock briefing sheets before the team becomes eligible to view them.** Because the system is automated, the requested continent will be unlocked whenever it is requested, regardless of whether the team is eligible. Thus the integrity of the race depends on strict adherence to this rule. Accordingly, we have put the following security measure into place:
 1. All requests to unlock a briefing sheet are logged. Premature requests will be investigated and assessed an eight (8) hour penalty per request. Again, the responsibility for maintaining security lies with the team. In case of system failure, contact the Executive Committee Duty Officer.
 2. Teams need to organize a way to maintain internal control over the team's username and passwords. If the team username and password are made public, then anyone can use them to make bogus requests. **Teams are responsible for maintaining the security of their team username and password and ensuring that they are not used before the team becomes eligible.**
 3. In view of this, each team needs to identify the group of individuals it wishes to grant access to the team password and forward their names and e-mail addresses to the Executive

Committee at fsrtwrace@gmail.com. This "briefing" committee must be formed before the distribution of the secret username and passwords - which happens 24 hours before the race.

7. Normal Legs and Wildcards.

- a. In 2011, normal legs may extend to a maximum distance of 750nm but remain limited to two hours in duration. In addition, each team has two wildcard flights. The first has a maximum distance of 2,100 nm and the second a maximum distance of 1,650 nm. There is no time limit on these flights. Pilots must fly an aircraft with a takeoff weight of 30,000 pounds or more, they may not exceed the maximum gross weight, and they may choose either a normally race eligible aircraft or a subsonic jet

8. Optional Strategic Jet Legs.

- a. In addition to the wildcards and bonus jets, teams may complete up to 3 normal legs in subsonic jet aircraft. There is no weight limit here. The 2 hour duration and 750nm limits of normal legs apply.

9. Special Aircraft Requirements for the 2011 Race.

- a. *Helicopters.* A total of 250 nm must be flown in helicopters. Both default and add-on helicopters may be used to satisfy this requirement. The V-22 is not considered a helicopter for the purposes of this rule, while the Pitcairn and Kellet Autogyros are.
- b. *Variety.* Any single aircraft type may be used freely for up to 20 legs maximum. For every leg thereafter, a one hour "maintenance" penalty is incurred on arrival. Realistic models of the Beech King Air, Lockheed P-38, and North American P-51B/C/D (but not H) may be flown without leg limits. See the FAQ for details.
- c. In 2011, the FSX Acceleration P-51 Racer is eligible for use.

10. Team Flight Bonus Opportunities.

- a. During the course of the race, teams may participate in up to two "Team Flights," in which many team pilots accompany the baton carrier and earn up to 5 hours bonus time for the team. Team Flights available for the 2011 Race are as follows:
 - i. *The Hand Flying Circus.* (A leg of at least 50nm and no more than 750nm).
 1. We celebrate the rise of military aviation and the concomitant advance in aeronautics. The baton pilot will fly a Sopwith Camel, Bristol F2b, Curtiss JN4 Jenny, Albatros D.III, Fokker Dr.I Triplane, or Pfalz D.IIIa. Participating pilots may fly these or other eligible WWI aircraft (see FAQ). All pilots, both the baton and

participating pilots, must operate without the aid of an autopilot—they must fly with the Duenna's autopilot-disabled feature activated.

ii. *Flying the Wild World*. (A leg of at least 100nm and no more than 750nm).

1. Working aircraft often carry vital freight to out-of-the way communities. Here is an opportunity to demonstrate the team's flying skills. In a rugged "bush" cargo aircraft, the team flies a 1,000 pound cargo of volatile explosives and fresh vegetables into remote airfield with a soft (gravel/coral/grass/dirt/water) runway of no more than 5,000 feet in length. The destination airstrip must be located at least 50 miles from the nearest major airport (5,000 ft hard runway with ILS). The baton pilot flies a Cessna Grand Caravan 208B, Cessna 182Q/S or a de Havilland Canada DHC-2 Beaver. The participating pilots may fly these or other eligible bush cargo craft. For details, see the FAQ.
- b. Each Team Flight requires a baton pilot and participating pilots. These flights can take place in any location and at any time—with two restrictions. First, no team flight may be flown during the first 12 hours following the start of the Round-the-World portion of the Race; and second, team flights may not be consecutive—there must be at least one normal leg between two team flights.
 - c. Each participating pilot, not counting the baton carrier, who completes and validates a successful leg will earn a 30-minute bonus for the team. A maximum total of 5 bonus hours can be earned from the two Team Flights combined, of which no more than 3 hours may be earned in a single event. Once a category of team flight has been flown, it may not be re-flown by the same team.
 - d. The baton pilot and all participating pilots must fly aircraft of a specified class, as listed above. The participating pilots do not have to fly the same aircraft as the baton holder. The baton pilot and all participating pilots must takeoff from and land at the same airports.
 - e. Participating pilots may not take off until after the baton pilot has departed. They may land before the baton pilot, but must complete and post their legs within 30 minutes after the baton pilot's "Baton is free" post. The team may continue to advance the baton on the next leg while participating pilots are landing and completing their validations.
 - f. All participating pilots must post their aircraft type, takeoff, landing, and authentication in the normal manner in the team forum. (A Duenna authentication needs only the textfile. The automated tracking authentication will not suffice for the Team Flight.) Finally, after the event and authentications are completed, the team must post a "Team Flight Summary" indicating the number of bonus hours earned in this event and then make the appropriate entry into the Bonus Bank.

11. Weather.

- a. In 2011, all flights will be conducted using FS2004 or FSX live weather engine (as supplied by Jeppesen). The appropriate setting is Real Weather with 15 minute updates. Special exceptions will be made for pilots who cannot comply. If the Real Weather system fails for everyone, pilots should switch to the "Fair Weather" theme, contact the Executive Committee Duty Officer, and follow any subsequent instructions from the Executive Committee.

12. Bonus Bank.

- a. To speed up the race, teams will keep open accounts of their bonus hours and also be able to apply those hours against any penalty time that they incur. Teams gain bonus hours for the Kickoff Event, Team Flights, and Bonus Airports. This Bonus Bank is public and everyone can quickly keep track of the competition. Care should be exercised to insure as much security as possible.
- b. Teams are to keep track of bonuses and penalties in the web application located at: <http://rtw.eamonnwatson.com/>
- c. Once teams have earned bonus bank hours, they may apply that time against any penalties incurred. (A team may not go in deficit!)
- d. After a team has earned or expended bonus hours, it is the team's responsibility to adjust the proper entries to indicate (a) the bonus time earned or expended and (b) the current net balance of hours "in the bank". The team must complete this accounting within two hours of the transaction. There is no penalty for failure to post the numbers except that the team will forfeit the bonus or will be required to return and serve the penalty in place. (Appeals may be made in the case of accounting errors or a tardy posting. The Executive Committee will be lenient on the first instance of a mistake.) Keeping good records is a team responsibility, not a baton pilot responsibility.

13. Executive Committee Duty Officer.

- a. The Executive Committee has this year set up a system whereby a Committee member will be available to provide on-the-spot resolution of problems, clarifications, and initiation of the appeal process around-the-clock for the duration of the race. This system revolves around an individual Committee member serving as 'Duty Officer' at all times during the race. The system works in the following way:
 - i. The Executive Committee has set a schedule indicating who will be serving as Duty Officer at any given time.
 - ii. The Duty Officer will take whatever action necessary to resolve any problems that arise during the race, including, but not limited to: failure of

the Bonus Bank, failure of the Briefing Sheet system, failure of the Tracking System, failure of a team's forum.

- iii. For issues that the Executive Committee has discussed that require clarification, the Duty Officer will make such clarification.
- iv. For issues not discussed by the Executive Committee, the Duty Officer may, at his discretion, provide a rules interpretation that he reasonably believes the Committee as a whole would accede to. Such interpretations are subject to subsequent, deferential review by the Executive Committee. At all times the Committee will act to make teams 'whole'. The Duty Officer will make the provisional nature of such a ruling plain when announcing the ruling.
- v. The Duty Officer is the point of contact for initiating a challenge or appeal on any rule for the 2011 Race.
- vi. Any member of the Race Community may contact the Duty Officer by e-mailing fsrtwrace@gmail.com. **Private messages on individual forums are not checked frequently enough to be used for issues intended to be brought to the attention of the Duty Officer.** The Duty Officer will have the Gmail account open at all times while on shift. This is thus the **best way to reach the Executive Committee during the race.**
- vii. The members of each team's Briefing Sheet Committee will also receive, with their Briefing Sheet codes, the telephone numbers of each Committee member. As an alternative to e-mailing, for issues requiring a more immediate resolution, or in the event of difficulties reaching the Duty Officer on e-mail, a member of a team's Briefing Sheet Committee may contact the Duty Officer by telephone.