FLIGHT SIMULATOR AROUND-THE-WORLD RACE
2012 Routing and Special Rules
v1.00
February 15, 2012

1. Starting Time.

The race will begin on Saturday February 18, 2012 with an optional special kickoff event at 1500 UTC (1000 EST, 0700 PST) at Van Nuys Airport, California, USA (KVNY). The circumnavigation of the globe will commence on Saturday February 18, 2012 at 1630 UTC (1130 EST, 0830 PST).

2. Special Optional Start for the 2012 Race – "One Six Right".

In order to promote General Aviation[1] and the Van Nuys Airport, a number of figures from aviation and from the entertainment world have agreed to host a special gala event to start the 2012 Round the World Race. To get things going, the teams will have an opportunity to gather participants from around the Los Angeles area and bring them to Van Nuys (KVNY) where the kickoff breakfast will take place.

Teams preposition General Aviation aircraft at four outlying airports and at Van Nuys itself. Each pilot departs in one of the prepositioned aircraft, picks up his assigned passengers, and delivers them to Van Nuys. Each delivery earns a bonus of 15 minutes (8 bonuses may be earned, one per celebrity pickup and delivery) for a maximum reward of 2 hours. The airports, prepositioned aircraft, and the eighteen (18) pickup routes are listed in Appendix A. Twelve pickup routes are normal and six have some special features. Note that each team needs to complete only eight (8) celebrity pickup and deliveries. There are plenty of interesting options from which to choose, far more than necessary.

Aircraft.
Available aircraft include individually-owned piston-powered civilian GA aircraft (not transport aircraft; not turboprops; not military aircraft) which can seat 3-6 passengers/pilots. For details and some restrictions, see the FAQ.

Flight Operations.
On February 18, 2012, flight operations commence at 1500 UTC (Local Time: 0700 PST) with the post of an official thread by the Race Executive Committee on the team forums. The Passenger Deliveries should be completed in 90 minutes or less, before 1630 UTC (0830 PST). Teams may continue deliveries after 1630 UTC if they wish, but they may not begin the RTWR circumnavigation flights until they halt their "One Six Right" operations.

3. Routing.

Teams must circumnavigate the world, passing through all degrees of longitude, and meet the following requirements:

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[1] For a wonderful tribute to aviation, you might see the film "One Six Right". It is currently available on DVD and at Hulu here: http://www.hulu.com/watch/118168/one-six-right .

The team must land at two airports 1,000nm apart on the main landmass of each continent.

The team must land at two airports 500nm apart above 65 degrees North and two airports 500nm apart below 40 degrees South.

Continental Requirements. Each team must land at the following airports.

Africa – Tunis, Tunisia (DTTA)
Asia – Hong Kong SAR, China (VHHH or VHHX)
Australia/Oceania – Christchurch, New Zealand (NZCH)
Europe – Copenhagen Kastrup, Denmark (EKCH)
North America – Tegucigalpa, Honduras (MHTG)
South America – Rio de Janeiro area, Brazil (SBGL or SBRJ)

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.

Airspace denied: Iran, Syria, Somalia, Myanmar, and North Korea.

Airspace is open but no military aircraft may land: Ethiopia, Saudi Arabia, Iraq, Afghanistan, China (including Hainan, Hong Kong, and Macao), Cuba, Nicaragua, Ecuador, and Venezuela.

Special Restrictions. The runways at Wake Island (PWAK) and Minami Torishima (RJAM) remain under repairs and closed for the 2012 RTWR.

4. Sponsored Aircraft.

This year Airbus and Boeing have continued their sponsorship by making available aircraft from their current roster as well as selected classics from their constituent companies' history.

Sponsored Civilian Transports.

Airbus has made available the A300, A310, A320 (family, including A318, A319, A320, A321), A330, A340, A380. In addition it offers two lovingly restored early classics, the DH.106 Comet and the SE 210 Caravelle.

Boeing has made available the B737 (family), B747, B757, B767, and B777. It adds the following flying but well-worn classics: the Boeing B707, B717, B720, B727 and the Douglas DC-8, DC-9, DC-10, MD-80/90 (family), and MD-11. Finally, Boeing has offered a collection of renovated piston powered DC-3s.

The above civilian transport jets are the only jets eligible for use in the 2012 Race.

5. Dangerous Airports.

Listed below are a set of Dangerous Airports. Each team may optionally choose to earn a bonus of 3 hours when, in a sponsored civilian transport jet or a DC-3, they successfully accomplish a full-stop landing at any of these airports—up to a total of eight (8) airports. Two specific runways offer an additional 30 minute bonus for jet landings.

For each Dangerous Airport flight, the team flies a sponsored transport jet or DC-3 on a leg whose length is at least 250nm and no more than 1,000nm and whose the maximum time limit is 2½ hours (150 minutes). The leg is otherwise governed as a "normal leg."

*Dangerous Airports List**

Eagle County-Vail, Colorado, USA (KEGE)
Gibraltar, UK (LXGB)
Hong Kong Kai Tak, China (VHHX) ** *RWY 13 bonus*
Innsbruck Kranebitten, Austria (LOWI)
Ko Samui, Thailand (VTSM)
Kotzebue Wien, Alaska, USA (PAOT)
Madeira Funchal, Portugal (LPMA) *[FSX fix]*
Mangalore Bajpe, India (VOML) *[DEFAULT ONLY]*
Manizales La Nubia, Colombia (SKMZ) *[DEFAULT ONLY]* #
Narsarsuaq, Greenland (BGBW)
Queenstown, New Zealand (NZQN)
Rio de Janeiro Santos Dumont, Brazil (SBRJ)
Saint Maarten Princess Juliana (TNCM)
Sorong Jefman, Indonesia (WASS)
Sucre Juana Azurduy de Padilla, Bolivia (SLSU) *[DEFAULT ONLY] #*
Tegucigalpa Toncontín, Honduras (MHTG) ** *RWY 2 bonus*
Unalaska [Dutch Harbor], Alaska, USA (PADU)
Vagar, Faroe Islands, Denmark (EKVG)

Notes.
* Dangerous Airports may not be modified to extend runways or add runways beyond those in the default FS2004/FSX sceneries.
** Two airports (VHHX, Rwy 13; MHTG, Rwy 2) provide an additional 30 minute bonus for landing a transport jet on a specific runway. (No bonus for DC-3.)
# No airport lighting.
[FSX fix] The serious FSX elevation error at LPMA is corrected by John Sousa in lpma_fix.zip found at FlightSim.com.
[DEFAULT ONLY] Default scenery only. No addon/replacement airport scenery allowed for this airport.

6. Normal Legs and Wildcards.

On posting the takeoff for any leg, the pilot must explicitly announce his aircraft. He should announce (a) the aircraft type, (b) the model and (c) the specific simulation modeler. Pilots will remain on board the aircraft.

Pilots will run the simulator with realistic scenery/mesh/clouds settings. While pilots are encouraged to maximize their realism, these are the absolutely minimal conditions:

- *Scenery.* Autogen density: Normal. Scenery Complexity: Normal.
- *Mesh.* Keep the terrain mesh you normally use. A minimum standard would be the default mesh (with a 38m resolution setting in FSX).
- *Weather.* Weather options: Real-world weather (updated every 15 minutes if the internet connection permits).

- *Clouds.* Cloud draw distance: 60mi. Detailed clouds/Cloud coverage density: Medium. (And for FS2004, 3-D cloud percentage: 100.)

Pilots whose computer equipment does not allow these minimum settings should, privately or publicly, ask for a waiver and they will automatically receive one.

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 2,100nm and the second a maximum distance of 1,650nm. 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 normal race eligible aircraft or a sponsored jet (from Airbus or Boeing).

7. Overspeeds and the Flight Regime.

In any flight, a cumulative time of over 90 seconds in overspeed invalidates the leg. The baton pilot may execute a wingman transfer or restart or abort the flight at any time until the baton is released. If the excessive overspeed is discovered after the baton release for an otherwise legal leg, the baton holder must (a) execute a retrospective wingman transfer, or (b) return to the original departure airport preceding the now invalid leg and recommence from that point, or, with the exception of a wildcard leg, (c) choose to accept a two hour (120 minutes) penalty and continue current operations. The full Duenna system is required for all jet and turboprop legs and encouraged for all others.

8. Formation Flights.

Teams may earn a Formation Flight bonus for a normal leg in which two pilots complete their flights in close coordination. For any normal leg the lead pilot initiates, "I have the baton in a Formation Flight." And the wingman declares, "Flying wingman in a Formation Flight." The leg length must be at least 400nm; both pilots must leave the same airfield within 3 minutes of each other, and both pilots must land at the same destination. To validate their flights, *both pilots must use the Duenna online flight tracking software while enabling the "Arm baton auto-pickup" button*. The lead pilot declares "The baton is free" only after both pilots have posted their landings.

Teams get 6 opportunities. For each flight, the maximum bonus is 30 minutes. The actual earned bonus is 30 minutes minus the difference in flight durations (Flight Times) as measured by the Duenna. Round the bonus up to full minutes. Immediately after releasing the baton and confirming the validations, the lead pilot or a teammate posts in the active thread showing clearly the two flights' durations, the difference, and the calculation of the Formation Flight bonus. He declares the Formation Flight bonus and enters the total into the team's bonus bank. Of the 6 opportunities, the top 5 bonuses count (the team throws out the lowest score).

In a Formation Flight, a failure to complete both parts forfeits the opportunity to earn the bonus. (That is, the team gives up one of its 6 chances to earn such a bonus.) Such a failure might occur when a diversion makes the leg length too short, or one pilot crashes, a computer fails, or the interval between the pilots grows larger than 30 minutes. The lead pilot merely declares "The Formation Flight is terminated" and the leg reverts to a normal leg. The bonus opportunity is lost.

9. Special Aircraft Requirements for the 2012 Race.

The White List. A list of eligible race aircraft is presented in Appendix C below. Pilots desperate to fly another aircraft should contact the Executive Committee well before the race. Not all requests, even reasonable ones, will be granted. Updates will be published in the NOTAMS. This is an Interim White List, intended only for the 2012 race.

The Thoroughbreds. The Thoroughbred list includes the Dornier Do335, DH.103 Hornet, P-51H , P-82B, and P-47M. Teams may fly no more than a total of 12 normal baton legs in thoroughbred class aircraft. A 30 minute "maintenance" penalty applies to each excessive use. These 12 thoroughbred legs represent a resource to be used strategically.

10. Special Aircraft Legs and Team Flights.

All teams must advance the baton in the appropriate aircraft for each of the following legs. Optionally, they may also declare these as Team Flights in which they earn 30 minutes for each successful Participating Pilot up to a total of six (6) bonus hours. The standard rules governing team flights are in Appendix B.

Vin Fiz
In celebration of the 100th anniversary of Cal Rogers' transcontinental Vin Fiz flight of December 1911, teams fly this aircraft on a leg within the Continental United States. The leg length is to be at least 20 nm (recall Louis Blériot's crossing the English Channel) and the time duration not longer than 2 hours. (The Vin Fiz team flight may be flown at any time, including on initial departure from KVNY.) The "disable autopilot " feature of the Duenna must be ticked—to confirm that the aircraft is hand-flown. The baton-carrier and the participating pilots fly the unmodified Wright EX Model Vin Fiz 1911 by Paul Beardsley. Add no gauges and retain the stock pilot weight of 213 pounds for Cal Rogers. The cigar is optional.

Vol de Nuit
Within two hours, teams must complete a night flight of at least 150nm and no more than 750nm. The baton carrier and participating pilots fly in one of the following *default aircraft* from FS2004 or FSX: Lockheed Vega, Maule M-7-260, Mooney Bravo, and the Beech Baron B58. Takeoff, cruise, and landing must be at night.

An Escort of P-38s
Teams conduct an operation in Lockheed P-38 Lightnings over the territory which made the aircraft famous. The team completes a leg of at least 300nm and no more than 750nn within a two hour time limit. Legs depart and end in one of two areas: (1) the Pacific Theater (PTO), including any island airports (not on a continental landmass) that are east of Singapore (WSSL) and west of Anchorage (PANC); or (2) the European and Mediterranean Theaters (ETO/MTO), including the European landmass (but not Scandinavia, Switzerland, Spain or Portugal), the African landmass north and west of Tripoli (HLLT) and the islands of Great Britain, Corsica, Sardinia, Sicily, and Malta. Additionally, the Lightning flight may be conducted on any leg whose destination is KBUR. All pilots fly race-eligible P-38s.

Wildcard Team Flight
A team may augment one of its Wildcard Legs by turning it into a Team Flight as well. A Wildcard Team Flight must be at least 300nm and any participating pilots must land and

post within one hour of the baton pilot. All pilots must satisfy the Wildcard Leg requirements.

11. Weather.

In 2011, all flights will be conducted using the 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.

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, Bonus Airports and other bonus opportunities. 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.

Teams are to keep track of bonuses and penalties in the web application located here: http://rtw.no-ip.org/

Once teams have earned bonus bank hours, they may apply that time against any penalties incurred.

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.

The Executive Committee will attempt to have a Duty Officer available to provide on-the-spot resolution of problems, clarifications, and initiation of the appeal process. The system works in the following way:

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 Tracking System, failure of a team's forum.

For issues that the Executive Committee has discussed that require clarification, the Duty Officer will make such clarification.

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 deferen-

tial review by the Executive Committee. At all times the Committee will act to make teams 'whole'.

The Duty Officer is the point of contact for initiating a challenge or appeal on any rule for the 2012 Race.

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**.

Given personnel limitations, the committee may not be able to staff the Duty Officer on a 24 hour basis for the entire duration of the race. On occasion, some delay in response might be expected.

14. Penalties for Inadvertent Minor Infractions.

Inadvertent minor rules infractions that have no serious effect on the competition will incur an automatic minor penalty of five (5) minutes. In these minor penalty cases, the leg need not be re-flown. Rules infractions, even inadvertent minor ones, that plausibly provide a noticeable competitive advantage will incur more substantial penalties both to compensate for the advantage and to deter future mistakes. Repeated violations, or violations due to gross negligence, or violations intended to gain advantage, will earn severe penalties.

Appendix A.
Routes and Requirements for the Kickoff: One Six Right.

Each pilot begins at any outlying airport *or* at KVNY, proceeds to gather the passenger(s) at the pickup point, and then makes the delivery at Van Nuys (KVNY). The team flies each passenger pickup route only once.

Prepositioned Aircraft

Teams may preposition eligible General Aviation aircraft at the following outlying airports: San Luis Obispo McChesney Field (KSBP), Bakersfield Meadows Field (KBFL), Palm Springs International (KPSP), and San Diego Gillespie Field (KSEE). In addition, at the beginning of the day each team has two Cessna 172s, two helicopters, one Piper J-3 Cub, one Stearman (Boeing) Kaydet, and a Lockheed Vega available at Van Nuys Airport.

Standard Routes Pickup Points (2 passengers each):

1. Flight instructor and digital film maker (King Schools): Montgomery Field (KMYF)
2. Legendary warbird and test pilot at the *DC-3 Grill* on Catalina Island: Avalon (KAVX)
3. Astronomer (Mt Palomar Observatory): Pauma Valley Air Park (95L)
4. Director USFS Fire Attack: Hemet-Ryan (KHMT)
5. Comedian and late-night talk show host (Charity golf tournament at The Quarry at La Quinta): Jacqueline Cochran Regional, Thermal (KTRM)
6. Second-generation family airport owner and operator: Cable Airport (KCCB)
7. Air Force test pilot on skiing weekend: Big Bear City (L35)
   [Hard Ceiling: 9,000 feet]
8. Record-holding glider pilot: Inyokern Airport (KIYK)
   [Hard Ceiling: 9,000 feet]
9. Aerospace engineer (Scaled Composites & Virgin Galactic): Mojave Air and Space Port (KMHV)
10. Veteran crop duster (Optionally, also fly over the crop duster scene in Hitchcock's *North by Northwest*, 4nm west of KDLO):
    Delano Municipal (KDLO)
11. Hollywood star and ATP-rated pilot: Santa Barbara (KSBA)
12. Satellite launch manager (Spaceport Systems, Vandenberg AFB): Lompoc (KLPC)

Special Routes Pickup Points:

13. Retired aeronautical engineers (From Douglas, Northrop, and Lockheed): Santa Monica, Northrop Hawthorne, Burbank (KSMO, KHHR, KBUR). To be flown in a Lockheed Vega. Successful pickup and delivery of all three engineers, in any order, counts as a single "delivery." (The engineers are travelling solo—without guests.)
14. Helicopter pilot (Robinson Helicopter Company): Zamperini Field (KTOA). To be flown in any helicopter. (The helicopter pilot is travelling alone.)
15. Aviation historian (Planes of Fame): Chino (KCNO). To be flown in a Stearman Kaydet or a North American Texan/Harvard. A Stearman (but not a Texan) is prepositioned at KNVY. (The historian is travelling alone.)

16. Cessna chief pilot on location for *Sky King* remake: Apple Valley (KAPV). To be flown in a Cessna T-50 Bobcat or a Cessna 310 (best in a "Songbird" livery). (The chief pilot is travelling alone.)
17. Certified Flight Instructor (CP Aviation): Santa Paula (KSZP). To be flown in a Cessna 172. The CFI is available for pickup *only after 0800 PST local time* (1600 UTC). (The instructor is travelling alone.)
18. Actress on location: Agua Dulce (L70). To be flown in a Piper J-3 Cub. Due to an early morning shoot, the actress is available for pickup *only after 0800 PST local time* (1600 UTC). (At 110 pounds, the actress is travelling alone. She may be a chatty nervous flyer.)

Note that each team needs to complete only eight (8) celebrity pickup and deliveries. There are plenty of extra interesting options from which to choose, far more than necessary. (Style points for retrieving "Chuck Yeager" on Catalina, handling Sky King's Songbird run, and tolerating "Heidi" at Agua Dulce.)

Flight Requirements:

- A team may pick up a celebrity only once—if the team crashes while carrying the celebrity, the bonus opportunity is lost.
- Because many of the aircraft will be unpressurized and without oxygen equipment, pilots will observe a Hard Ceiling of 6,000 ft. (The two exceptions are for the pickups at Big Bear City (L35) and Inyokern (KIYK); these two routes have a Hard Ceiling of 9,000 ft.)
- Each pilot's aircraft should carry the weight of one pilot (170 pounds). In addition, each pilot should be sure to emplane two passengers (the celebrity and his/her guest, or 340 pounds) for the second part of the route—to make the delivery count.
- Each delivery earns a bonus of 15 minutes (8 bonuses may be earned, one per celebrity pickup and delivery) for a maximum reward of 2 hours.

Appendix B.
Standard Rules Governing the Team Flights.

a. 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. (The Vin Fiz team flight may be flown at any time, including on initial departure from KVNY. The Wildcard team flight is not time or sequence restricted.)

b. 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 6 bonus hours can be earned from the 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.

c. 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.

d. 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.

e. 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.

Appendix C.
White List for Eligible Race Aircraft

Aircraft (and class)	**Modeler or Company**	**Abbrevi-ation.**	**Free-ware**	**(FS9 and/or FSX)**	**Notes**
Thoroughbreds					(Thoroughbreds maximum 12 legs total)
De Havilland DH.103 Hornet	AlphaSim (Virtavia)	Alpha		FS9	
Dornier Do-335	simTech, CR-1	CR1	Free	FS9	
North American P/F-82B	Ito Kanuzori/Tom Falley	IK-TF	Free	FS9	Tom Falley FDE Required
North American P-51H Mustang	A2A WoP	A2A		FS9	
Republic P-47M	Tom Kohler	Gnoopey	Free	FS9	
Normal Race Aircraft					
De Havilland DH.103 Hornet F.1	Rob Richardson & SOH Group	RR-SOH	Free	FSX	SOH FDE Required *External tanks allowed for RAF Hornet F.1.*
De Havilland DH.103 Hornet F.3	Rob Richardson & SOH Group	RR-SOH	Free	FSX	SOH FDE Required *No external tanks allowed for RAF Hornet F.3.*
De Havilland DH.103 Sea Hornet F.20 & NF.21	Rob Richardson & SOH Group	RR-SOH	Free	FSX	SOH FDE Required *FAA Sea Hornet allows external tanks*
Epic LT	Lionheart Productions	Lionheart		FS9&FSX	*Restricted to 31,000 hard ceiling.*
Focke-Wulf Fw-190D-9	A2A WoP	A2A		FS9	
Focke-Wulf Ta-152H	A2A (WoP)	A2A		FS9	
Grumman F7F-3	Milton Shupe & SOH Team	SOH	Free	FS9	
Grumman F7F-3N	AlphaSim/Virtavia & Tom Falley	Alpha-TF	Free	FS9	Tom Falley FDE Optional (Faster) Night Fighter version only.
Grumman F8F Bearcat	Vertigo Studios	Vertigo		FSX	
Grumman F8F Bearcat (Long Range)	Michel Migaud, Alpha Bleu Ciel	ABC	Free	FS9	
Hawker Sea Fury FB.11 v2.3	David Hanvey & Peter Forster Update	DH-PF	Free	FS9	Peter Forster update v2.3 required. External Tanks permitted.
Hawker Tempest Mk.V	First Class Simulations	FCS		FSX	
Howard 500	Milton Shupe	MS	Free	FS9	
Lockheed P-38 (not P-38K)	FSD	FSD		FSX	Not the P-38K
Lockheed P-38 (not P-38K)	Sky Unlimited	SU		FS9&FSX	Not the P-38K
Lockheed P-38 (not P-38N)	David Copley	dcc	Free	FS9	Not the P-38N, not the XP-38

North American P/F-82G	Ito Kanuzori/Tom Falley	IK-TF	Free	FS9	Tom Falley FDE Required. Not the P/F-82B!
North American P-51 Racer	MSFS FSX Acceleration	FSX		FSX	MSFS FSX racer is only racer allowed.
North American P-51B/C	Warbirdsim (John Terrell)	WBS		FS9&FSX	
North American P-51B/C	FDG2	FDG2		FS9	
North American P-51D	A2A (WoP & WWII Fighters)	A2A		FS9&FSX	
North American P-51D	Warbirdsim (John Terrell)	WBS		FSX	
North American P-51D	Warwick Carter	WC	Free	FS9	
Piaggio P.180 Avanti I	FSD	FSD		FS9	
Piaggio P.180 Avanti II	Mario Noriega	Noriega	Free	FS9	
Piaggio P.180 Avanti II	Wilco Simulations	Wilco		FS9&FSX	
Piper Cheyenne LS400	FSD	FSD		FS9	
Republic P-47D	A2A (WoP & WoP3)	A2A		FS9&FSX	All A2A P-47D models are fine.
Republic P-47D	Aeroplane Heaven	AH		FS9	All AH P-47D models are fine.
Supermarine Spitfire XIX PR	Aeroplane Heaven	AH		FS9	Approved Imperial Gallon conversion fix
Supermarine Spitfire XIV	Real Air Simulations	RAS		FS&FSX	
Vought F4U-1, F4U-4	Aeroplane Heaven	AH		FS9	Tom Falley FDE Optional (Faster)
Vought F4U-1, F4U-4	FDG2	FDG2		FS9	
Vought F4U-1, F4U-4	A2A (Aircraft Factory)	A2A		FSX	
Vought F4U-4	FDG2 (TF FDE)	FDG2-TF		FS9	Tom Falley FDE Optional (Faster)
Vought F4U-5N	Aeroplane Heaven	AH-TF		FS9	Tom Falley FDE Optional (Faster)
Vought F4U-7 v7	Alpha Bleu Ciel	ABC	Free	FS9	V7 Revised FDE required

Also legal are all otherwise eligible realistically-modeled aircraft with a maximum of less than 350 kts true airspeed (KTAS) measured in level flight at critical altitude or, for turboprops, at speed-maximizing optimal altitude.

Notes.
The status of the native model is noted as FS9 or FSX or FS9&FSX, the latter when both are available. Most FS9 native models will port over to FSX. Note that any transfer of FS9 native models to FSX must maintain the identical flight parameters (airfile and aircraft.cfg) modeled into the FS9 simulation.
Several aircraft have a Tom Falley flight dynamics requirement: these aircraft are eligible only when the appropriate changes are made. Some aircraft have an optional (faster) flight dynamics alternative.