

# RTWR 2012 Special Rules Release Notes

February 15, 2012

Several notes, corrections, and clarifications might be helpful.

## **Kickoff – "One Six Right."**

The Kickoff airport for Santa Monica is KSMO. (The leaked draft had KMSO, Missoula Montana. On special request, we shall allow pilots to substitute Missoula for Santa Monica.)

Any violation of the specified hard ceiling (6,000 ft for most flights, 9,000 ft for two) will invalidate the leg and be treated as a crash. This restriction, coupled with the local terrain, asks pilots to plan carefully.

Another reminder. Be sure that all pilots have enough weight on board (the pilot and passengers) to fulfill the payload requirement.

## **Routing.**

The route between southeastern China and northeastern India and Nepal will pass close to the prohibited airspace of Myanmar. These particular legs should start or end at Chengdu (ZUUU) to be legal legs. (Some line-of-sight legs may actually touch the prohibited airspace, but as long as one of their terminal points is ZUUU then things will be fine.) That said, legs that obviously cross over Myanmar will be invalid legs.

Sceneries from previous RTWR events (specially constructed by the Committee for those events) are no longer valid and should be disabled.

## **Sponsored Jets.**

The sponsored jets are limited to the specific commercial transport jets listed in the rules and produced by the modelers listed in the FAQ. These are civilian aircraft: their military equivalents are not eligible.

The sponsored civilian transport jets are limited to civilian liveries. No "military repaints" of these civilian aircraft. (This rules clarification is meant to avoid confusion.)

Note well that any sponsored jet with a  $Mmo > 0.93$  and/or  $Vne/Vmo > 400$  will need pre-clearance by the Executive Committee and will receive very skeptical scrutiny. It is likely to be ruled ineligible as having an unfair competitive advantage, even if the aircraft is otherwise eligible,

## **Dangerous Airports.**

The official list of Dangerous Airports includes some but not all those shown in the MRC Investigations' "revelations." It adds a few surprises.

Note that the "DEFAULT ONLY" airports may not be augmented or replaced by a scenery addon model of any type. (No freeware, no payware.) This means that you may make no changes at all, even if the changes are entirely realistic.

### **Scenery/Mesh/Clouds Minimums.**

The settings for scenery, mesh, and clouds are *minimum* standards. We expect that most people will exceed these standards in their normal setup. We also fully expect that a number of pilots will get informal (and private) exceptions that will allow them to fly with their "classic" computers.

### **Aircraft.**

A reminder that pilots need to announce their aircraft type, model, and modeler when they claim the baton or take wingman status.

The FSX Acceleration P-51 Mustang Racer is on the White List for 2012. Other "one-off racers" are not. (Though we do allow repaints of one-off racers to grace the fuselages of our eligible white list aircraft. Pilots must announce the proper aircraft type, model, and modeler to make clear that they are flying a legal aircraft.)

For 2012, the Nemeth Designs EC135 is a legal helicopter. (The engine modeling mixes MSFS types but produces a realistic and entirely appropriate performance. This is a familiar and highly-respected helicopter model and modeler.)

### **Formation Flights.**

The Formation Flights' durations are marked by the Duenna's "Flight Time" and not "Baton Time."

### **Special Aircraft Legs and Team Flights.**

Just a reminder that each team must complete a leg in all four of these categories. You may optionally augment any or all of them to make a Team Flight with participating pilots scoring a bonus of up to 3 hours each leg and a total of 6 hours overall.

The "Vin Fiz" asks you to fly the aircraft in "stock" form, without new gauges. (The referenced gauges are from the *FS2004 Century of Flight Wright Flyer*.) You should retain the 213 pound pilot. You may adjust your fuel load.

The special/team flight "Vol de Nuit" has a two hour time frame. That two hour term refers to the maximum duration of the leg.

Teams may combine the Special/Team Flights with other category requirements—as long as the completed leg fulfills all of the requirements/restrictions of all of the different categories. For example, you may fly a Wildcard Team Flight and score a Dangerous Airports bonus along with the Participating Pilots' bonuses. (You must fly a distance of 300-1,000nm in a sufficiently heavy sponsored jet and finish the leg in less than 2½ hours while landing at a specified Dangerous Airport.)