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The RTW Race Rules are complicated - not because we want them to be, but rather to cover the wide array of situations and contingencies that result from running an air race around the entire world. In order to help race pilots and spectators understand the intention of some of the particularly nuanced sections of rules, we've created this FAQ. Additional, more basic, information about the race can be found under the "About the Race" Section of this website.

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## General Rules and Charter FAQ

### 6. Requirements.

#### i. Routing Requirement.

*Q. On the "Continental Requirements", how do we determine the boundaries between North and South America, between Asia and Africa, and between Asia and Europe?*

A. The Panama and Suez Canals are boundaries. The Russian border between the Arctic and the Black Sea likewise. The water boundaries are obvious.

*Q. Does Cyprus or Malta count as Europe? Or Japan or Hong Kong as Asia? Long Island as North America?*

A. For purposes of the Race, these islands are not parts of the primary continental land masses.

*Q. When making the two full-stop landings 1000nm apart on a continent, do those landings have to be in consecutive legs?*

A. No.

#### ii. Pilot Requirements.

*Q. What do you mean by "advance the baton in consecutive legs"?*

A. Advancing the baton means that you are the pilot who completes the leg. Consecutive legs means consecutive completed and authenticated flights. Note that the presence of intervening incomplete flights between two legs does not change their being "consecutive".

For example, you fly a leg from A-B and stop. Other pilots make several attempts to fly from B-C but fail for whatever reasons. Then you want to claim the baton and fly from B-C. But you may not because you would be the pilot of record for both A-B and then B-C.

*Q. If I advance the baton may I then fly wingman in the next flight?*

A. Not really. Yes, you may fly wingman. But you would be useless because you may not advance the baton.

*Q. If I execute a wingman transfer of the baton to my wingman, may I fly in the next flight?*

A. Yes you may. You have not "advanced the baton" in this leg.

*Q. If I fly wingman on a completed leg, but never hold the baton, may I fly next?*

A. Yes.

### iii. Aircraft Requirements.

*Q. If I find a really hot aircraft that seems a lot faster than one might expect, what should I do? Can I fly the plane?*

A. Look at the NOTAMS to check to see if the aircraft has already been accepted or not. You should also consult with your teammates about the expected boundaries of realism. If there is any question, please consult with the Executive Committee. You may fly the aircraft at the risk of disqualification.

*Q. Can race participants design their own aircraft?*

A. Yes and no. Established designers are very welcome. Some of the very best aircraft were designed by modelers who also participate in the Race. (Their models, especially the aerodynamics, are subject to careful scrutiny.) But individual pilots may not make their own models just for the Race. For obvious reasons.

*Q. Is there a limit on wing tanks?*

A. The limit on wing tanks is a leg length limit, not a capacity limit. It applies only to single and twin engine prop aircraft. This rule incorporates wing tanks, drop tanks, sleeve tanks and other external tanks. The rule permits appropriately modeled tanks of any size for normal legs.

*Q. Can I add wing tanks to my aircraft when that aircraft really did have wing tanks in real life?*

A. You may not add wing tanks to your aircraft. The wing tanks must be modeled by the original aircraft designer—who may often account for their effects on performance in his design. The aircraft model should physically show the wing tanks—though there may be exceptions to this expectation.

*Q. If I find an aircraft that I really like, can I add a better panel? Maybe add some instruments?*

A. Yes. The aircraft's panel and avionics may be improved. Consult with your teammates if you need help here.

*Q. How about adding autoland capability to my aircraft?*

Note that autoland capability is strongly restricted here. Unless such capability is integrated into the aircraft, you may not add it. If there is any ambiguity, you may not add it. For example, your aircraft model has no autoland but some similar real world aircraft have been so retrofitted: you may not add it to your model. You are meant to do your own landings, even in bad weather. That is the nature of the RTWR!

*Q. How about aircraft carrier traps. There is a special gauge for this?*

A. Again, you may not add such a gauge—unless the race incorporates it explicitly.

*Q. If the aircraft landing gear are too weak, or it needs better tail wheel steering, or the fuel load is incorrectly distributed, may I tweak the aircraft.cfg file to make it better?*

No, not if you are just tweaking your aircraft. On the other hand, if you are an experienced designer and wish the aircraft changes to be certified for the Race, you should submit your changes at least two weeks before the start. (And you should explain what you have done and how it has affected the aircraft to make it more realistic.)

*Q. What about racing aircraft, modeled to reflect the performance of their real life counterparts? Such as the Reno Race Mustangs?*

A. These are ineligible for the race. In general, these "one-off" aircraft are not part of the race.

*Q. The aircraft model needs to be publicly available as freeware or a commercial product two weeks before the race. What about "donationware" or "shareware"? Why two weeks?*

A. All forms of aircraft are eligible as long as they are publicly available for download or purchase. This requirement gives pilots on all teams an equal chance to fly every aircraft. Two weeks gives pilots a chance to test out the new aircraft—but gives developers some time to get their models ready.

#### iv. Leg Requirements.

*Q. The leg requirement says that the takeoff and landing are measured by the Forum time clock. Can I use the Duenna "Baton Time" instead? It is more accurate.*

A. No. The Rules specify the Forum time clock for several reasons integral to the design of the Race. Teams are reminded to ask their forum administrators to set the clock correctly and ensure that the format gives the date and time of posting. Accomplishing the latter is obviously critical.

*Q. What about different airport designations in FS2004 and FSX? Can airports with different designations be used?*

A. Yes. The airport's physical location, not its name or designation, is what matters. When passing the baton across simulators, you should be careful that your teammates are using the same physical airport. If there is a small discrepancy due to the cross-simulator translation, proceed as normal and inform the Executive Committee.

*Q. May we use add on scenery files for airports or must we use the default airports?*

A. You may use add on sceneries to substitute for the default FS version of those airports, as long as they are modeled for realism and provide no obvious competitive advantage. It is the location, not the model, that is critical here. In practice, this means that you do not have to uninstall all of your scenery.

*Q. There are many difficult airports some of which may be unlighted at night or unequipped with NAVAIDs. May we add or build airports or AFCADs to make our landings easier? In previous years, the Committee has added lights to airports. Doesn't that mean that we can add lights to airports now?*

A. Pilots and teams MAY NOT create airports or AFCADS for the race. NOT AT ALL. You can understand this.

However, we do allow the use of previously-published third-party addon sceneries or AFCAD modifications that are meant to enhance realism and that are publicly and widely available. (We mean that they are available before the race in the searchable libraries at AVSIM or FlightSim.com.) The key phrase here is "that are meant to enhance realism." When using an addon AFCAD/Airport from the file libraries, the prospective RTW pilot needs to look at the reason for the airport update. If the author says the added features (runways, lighting, NAVAIDs) match real world data—that is fine. If the author says they added lights/NAVAIDs to make the airport easier to land at—that is not fine. Also illegal are expansions of an airport to some future or fictional configuration. Added or extended runways are particularly forbidden. (In all this we focus on the functioning airport. Eye candy in the form of buildings, jetways, and so forth are of no concern here.)

We rely on people to be honest in their airport addons.

Some key addons in the past have fixed inadequacies in FS2004: the addition of realistic NAVAIDs for major Russian airports, the correction of the runways at Norfolk Island and Lord Howe Island, and the addition of realistic night lighting in the Norway Airports package. (These are all much better in FSX.) Further, if you already have a lot of realistic freeware and payware addon airports there is no reason to uninstall them.

That said, you must be aware that you may land only at FS9/FSX default airports. There are several quasi-realistic airport packages for China, Russia, and the South Pacific that add airports to the simulated world that are missing in MSFS. The Radio Range 1930s navigation simulation, for another example, adds a strategic airport in the Aleutians that does not exist in FS9 or FSX. The OZx series adds airstrips for Australia and North America. These airports are NOT allowed. (When you remove these extra airports, you will want to rebuild your FSNav, FS Commander and Plan-G databases before the race.)

You are right that in some previous years the Committee created unrealistic supplementary lighting packages that allowed teams to land at required airports in the dark. These race-specific packages are not to be carried forward from prior years.

The long and short answer is that you cannot create airport facilities for this race but that you can use realistic third-party addons that are already published in the libraries of AVSIM/FlightSim.

*Q. What about corrections for mesh irregularities around and within the airports?*

A. These corrections are treated slightly differently. All users of advanced mesh will experience inconsistencies with the default MSFS airports. The occasional narrow

plateau or deep gorge is the price we pay for better mesh. Minimal realistic corrections for these inconsistencies are allowed.

Corrections should affect the area only within the existing airport boundaries, maybe slightly outside those. Sometimes all that is needed is a change in the airport elevation. Also understand that airports that are steeply sloped in the real world will always have a cliff at one end and a hole at the other in FS. That is just the nature of how the program works. Not every airport in FS is suitable for use in the Around-The-World Race. Even if the airport is perfectly positioned for one leg to end and another to begin, it may not be suitable due to terrain, in the real world, and in FS.

There are a few third-party "airport correction" packages available here and there and users may have tweaked their own airport elevations. If you are thinking about this process, please do the right thing. Flattening hills merely to ease access to an airport is not cricket. Creating the right placement of the airport in relation to the surrounding terrain is just fine. (Before legitimately changing anything, you would want to have some real world knowledge about the local airport and terrain.) Sharing your modifications with the rest of the racing community is first rate. We rely on the honesty of the pilots and the high standards of the teams' veterans to maintain the integrity of the race. The fundamental principle stands: corrections for realism are allowed, changes for a racing advantage are not.

(Should changing airports become common practice in the race, the availability of this option will be eliminated. Please help insure that this capability is not abused.)

*Q. What about add on mesh or landclass and such scenery packages as Ultimate Terrain that modify geography?*

A. Again, you may use such models as long as they are aimed at increasing realism and provide no obvious competitive advantage. (Mesh and Ultimate Terrain users should carefully check airports to see how they fit into the non-default terrain and geography.)

*Q. Distances can vary slightly from one GPS/Flight Planner to the other. What is the official measurement?*

A. The official distance is that shown by the MSFS Flight system using the World Map, GPS, or Flight Planner. When leg lengths are very close to the limits, you should take care to check to see that the officially measured distance meets the race requirements.

#### v. Flight Simulator Requirements.

##### a) Eligible Simulators.

*Q. Why have we dropped FS2002 from the roster?*

A. None of our racing pilots uses it anymore.

##### b) Time Settings

*Q. Why real time?*

A. The real time/real weather requirement puts you in a much more realistic, unpredictable, and perhaps challenging environment. Flying in darkness and handling weather lie at the heart of the race.

*Q. If I want to start at some distant airport far from my home time zone, is there another way to get the real time?*

A. You can get the real time by looking at the GMT time in the simulator (World|Time) and switching it to match the actual GMT time at that very moment. (You might check <http://www.timeanddate.com/worldclock/> to set the actual time and set FS accordingly.)

For example, it is 1700, or 5:00 pm, in the late afternoon at your home in Amsterdam. You want to start from WSSS in Singapore. The current time is 1600 GMT (Amsterdam is GMT+1). Place your aircraft at WSSS and change your simulator clock to read 1600 GMT. It should now be dark at 2200, or 10:00 pm, in Singapore's local time. Depending on your system, this method of clock setting may be more accurate than starting at your home airport and moving.

*Q. What about the difference between my forum time and my computer time?*

A. You can fix your own computer system's time, of course. A good idea. In addition, you might ask your forum administrator to reset the forum time to match the world's real time. (Forum times are notoriously inaccurate.)

#### d) Realism Settings.

*Q. Pushing the realism settings far to the right makes flying and landing harder. Why not let pilots choose their normal settings?*

A. The race is intended to be realistic: fuel management, turbulence, proper descents, and survivable landings are parts of the race. You want to push the appropriate sliders to the right edge, and then click on the end to be sure that you have reached 100 percent realism. Double check your Duenna to be sure that you are ok.

*Q. Why not "all sliders right" to obtain maximum realism?*

A. We want to encourage new pilots, whose plane-handling skills may need practice, to join in on the racing fun. Veteran pilots may wish to fly under maximum realism.

*Q. Time acceleration? I understand that!*

A. Please note that any instances of unrealistic flight times will be investigated and if it is suspected that time-acceleration was used, the flight or flights in question will be declared invalid.

*Q. When it comes to my scenery settings, I'd prefer to avoid hills and especially trees. What exactly do you mean by scenery settings "at or above the most realistic level consistent with acceptable performance"? May I simply remove autogen and the display of mesh?*

A. We would like to encourage pilots to fly in a realistic world. In particular, we want to

avoid any competitive pressure to fly over a "bald earth," without terrain or autogen, with merely minimal cloud coverage. On the other hand, we understand that some pilots' computers impose limits on the realism with which they can fly—and they should choose reasonable settings for their machines. So for the moment, we lay out a set of norms. Think of these as minimum standards for pilots with modern computers. They apply to both FS2004 and FSX unless otherwise noted.

- Scenery. Autogen density: Normal. Scenery Complexity: Normal.
- Mesh. Keep the terrain mesh you normally use. A minimum standard would be default mesh (with a 38m resolution setting in FSX only).
- Weather. Weather options: Real-world weather (updated every 15 minutes). Cloud draw distance: 60mi. Detailed clouds/Cloud coverage density: Medium. (And for FS2004, 3-D cloud percentage: 100.)

Again, we appreciate the variety of pilots' computers and merely suggest these as informal norms. Most pilots will fly with more realistic settings than these minimums.

## 7. Baton Procedures

### i. Claiming the baton.

*Q. When the pilot claims the baton, he has to give the departure airport, the aircraft, and the destination. Why? May the pilot change the destination?*

A. Providing all this information helps teammates, the race officials, and spectators follow the race. The destination will be important for teammates who cannot fly online. The pilot may change the destination at any time and for any reason and should post the change on the forum. Note that you must indicate not only the airports but also your aircraft. (There is no penalty for accidentally forgetting to provide full information—unless it appears that a team is intentionally trying to mislead, in which case a minor penalty will be applied. Public declaration of the aircraft is essential for many reasons.)

*Q. Do I have to wait until after I claim the baton before I take off? Or if I'm flying wing, do I have to wait until after declaring "I am flying wing" before I depart?*

A. Yes to both. You may not takeoff before you either claim the baton or you declare that you are flying wingman. The reason for this restriction should be self-evident.

*Q. If I claim the baton but immediately yield it to a teammate—to share the lead pilot opportunities—does that count as "holding the baton"? Do I retain eligibility to fly as wingman in this leg or fly in the next leg?*

A. For the purposes of subsequent eligibility, "holding the baton" means having held the baton for five minutes forum time. Thus, when you immediately yield the baton to someone else your eligibility remains unaffected. (This provision remains from a previous era when pilots ran an uncoordinated race and got a chance to fly by claiming the baton on the forum. It will probably not come into play if the teams remain as well-organized as they have been in recent years. The language will remain for the present. It is meant to allow pilots to defer to another pilot who may not have flown recently.)

### iii. Involuntary relinquishment of the baton.

*Q. Why is the baton automatically free after three hours?*

A. Under the General Rules, the longest legal duration for any single leg is three hours. This limit may be overridden in a special rule, such as a Corridor Rule or Wild Card.

*Q. What is this about the team being able to transfer the baton or declare an aborted flight? I thought that the baton-holder was in charge.*

A. This rule is designed for the "missing pilot" problem. Imagine that you have the baton but suddenly get hit by a power outage and cannot communicate with anyone. Or, alternatively, imagine a sudden real life emergency arises that takes precedence over your "virtual" responsibilities. Without this rule, your teammates would have to wait three hours before re-flying your leg.

Instead, the team waits until after the flight's two hour mark (that is, two hours after the baton is claimed) and then notes if there has been no communication whatsoever for the prior thirty minutes. (Recall that at the two hour mark you are already into penalty time.) Absent any communication, the team may choose to transfer the baton to the wingman or, there being no wingman, to abort the flight. Or the team may choose to wait a while longer.

Please note that the effective "clock" for null communications begins at the 90 minute mark. If the pilot doesn't communicate at all between the 90 minute mark and the two hour mark, then the team may immediately declare a "missing pilot". Planning ahead, the team may transfer the baton to a wingman who has already landed and is ready to post. The actual time for the wingman's flight will thus be two hours thirty minutes (plus any triple time penalty if the posting occurs after the two hour window). Not efficient, but not a disaster.

If you communicate in any way with the team, this option cannot and should not be activated. Communication here includes forum postings, multiplayer chat, TeamSpeak, telephone calls, text messages, telegrams or smoke signals. If you are flying offline, post forum updates to your flight—especially in the latter stages of your flight. If you are going overtime, beyond two hours, be absolutely sure that your teammates know.

A decision to abort or to transfer the baton is a team decision. Under this rule, an individual pilot may not claim the baton without the team's having released it.

This special provision limits the damage of such a pilot disappearance by making it essentially equivalent to a normal two hour leg with a crash on landing. It is designed to be used in a rare event, but an event that might otherwise knock a team out of the race.

### iv. Authentication Procedures.

#### a) Time

*Q. Why only one hour for posting an authentication?*

A. Under normal circumstances this time is adequate. And postings need to keep up with the baton. If something extraordinary occurs, you should post the reasons and file an appeal with the race officials.

#### b) Procedure

*Q. The "Normal Procedure" relies on the race tracking software to work properly. Why use this? What if it fails?*

A. The race tracking software allows everyone to enjoy watching the race in real time. Further, the software makes authentication almost automatic—and thus reduces some errors. If the software fails, pilots should post their Duenna jpg and txt files on the Team Forum as was normal in the past.

*Q. When using the RTWR Duenna, I am supposed to post both the jpg image and the text file. Why do both?*

A. The jpg image summarizes the main validation points and serves as a graphic marker of the leg's advance. The text file contains much more technical information that may be useful should any questions arise about the flight's validity. The text file will be especially important if the pilot thinks that the leg should be valid but the Duenna indicates otherwise. (Sometimes this happens. The Duenna is terrific, but it is not infallible.)

*Q. What happens if I take off and then realize that the Duenna has not started correctly? Should I restart the flight or transfer the baton? Will my leg count when I complete it?*

A. There is no set answer here. If this is the first time that this has happened to you, go ahead and post authentication using the Flight Analysis screen and explain your situation. If you have already made this mistake, you might consider restarting. (A word of advice: check that your Duenna is "all green" as you climb out of your departure airport. If it is not, then you can restart very quickly.)

*Q. What if the Duenna will not work on my particular setup? May I fly using the Flight Analysis screen as authentication? Will I have to explain every time?*

A. Absolutely you may fly. The Flight Analysis screen is not ideal but it will do in a pinch. Just let the race officials know about your situation and things will be fine. No worries.

*Q. What if the Duenna does not work properly for my simulator (FSX)?*

A. Use the Duenna in its partial form or use the Flight Analysis screen option, and note that you are using FSX.

The authentication process is your way of letting your teammates and fellow competitors know that you have completed your mission in accord with the rules and restrictions. You want to use the best means possible. Depending on the technology, that may mean the Duenna or it may mean the Flight Analysis screenshot. Please make a serious effort to

use the standard procedures. Several years of experience suggest that the Duenna will work well enough for everyone.

*Q. I want to authenticate my flight but am having technical difficulties. Say my access to the forum attachment system is broken. Is there anything that I can do?*

A. Yes. You may have a teammate post your authentication. To get the Duenna files or the Flight Analysis screen to your teammate, you shall have act quickly, perhaps via email. If this happens, either you or he should post a full explanation. (In extreme cases, you may appeal to the Committee.)

### c. Failure to authenticate.

*Q. I successfully complete a leg but merely forget to post the proper authentication within the one hour time limit, what happens? If I have the evidence, it is ok?*

A. The baton returns to the arrival airport of the last authenticated flight. Your leg and all subsequent legs are voided. Or you might invoke the wingman transfer rule as outlined below. It is worthwhile for you and your teammates to check and double check the authentication.

*Q. I successfully complete a flight and discover that the Duenna claims that the flight is invalid. What should I do?*

A. First, take another look at the Duenna text file to see if you have actually made a mistake and not noticed it. (You might ask a teammate to take a look as well.) Look carefully. If you indeed have an invalid flight, take the appropriate action.

If you know that your false reading is due to a known and acknowledged problem with FS and the Duenna, then post your authentication, note the problem, and continue on your way.

If you believe that the Duenna has a false reading but the cause is not known and acknowledged, please post (a) the Duenna jpg, (b) the Duenna textfile, and (c) the FS Flight Analysis Screen. Explain what happened in your authentication and immediately contact the race officials. No one in the race wants FS's mysterious little bugs to spoil anyone's experience. The team should proceed. (However, if the available evidence clearly indicates a genuinely "invalid flight", then rule 7.(v) will immediately come into play—perhaps invalidating subsequent flights. So do examine the record carefully.)

*Q. The baton carrier has the authority to decide what to do when a valid authentication is not posted. This is the next pilot, not the pilot whose authentication is in question. Why?*

A. The baton carrier makes the final decision. However, he/she will want to be in full consultation with other team members present, including the pilot and wingman of the prior leg. Note that if the authentication is inadequate, not only will the prior leg be voided but the current leg as well.

*Q. If the flight cancellation provisions don't apply to authentications under review, does this mean that there is no penalty at all?*

A. No. If the flight is subsequently judged invalid, after the pilot has made a good faith effort to post the authentication, the race officials will determine a remedy that essentially balances the false flight and imposes a small cost appropriate to the mistake's magnitude. For example, upon reaching the next airport the team may have to stop and re-fly the reviewed leg (using an eligible pilot and under specified sunlight and weather conditions) before proceeding. In addition, a modest time penalty likely will be applied.

*Q. Flights that are unchallenged for 24 hours automatically become valid? Does this really make sense?*

A. This provision in effect sets a "statute of limitations" on challenges. If a pilot makes an inadvertent mistake that is unnoticed for more than 24 hours, the flight will be valid. If you see a potentially invalid flight, yours or someone else's, you should quickly notify the race officials and ask for a review.

Note that this is the "normal" rule. In extraordinary circumstances, where there appears evidence of intentional cheating, the Executive Committee will take appropriate action regardless of the time and date. (

*Q. The Duenna is very complicated and it is not absolutely fool proof. Isn't there a better way?*

A. The Duenna was specifically written for the RTW Race. (Thanks to JM for his wonderful work.) We all appreciate having a program that will serve as a "reminder" of the rules and restrictions. The racing challenge works better if everyone is flying under the same rules and restrictions. But neither the Duenna nor the Flight Analysis Screen or any authentication system will take the place of pilots' flying on their own personal honor—doing things correctly and fairly. It is expected that all pilots will follow the rules to the best of their ability for the greater good of the race and the enjoyment of all.

Equally, if you have flown a complete leg and everyone believes that everything is in order, the whole racing community wants you to get credit for what you have done.

## 8. Incomplete Legs.

*Q. If I am flying and completely lose my connection to the internet, may I transfer the baton or abort the flight by some other means than the team forum?*

A. Yes, in extreme circumstances this would be allowed. A telephone call or text message to an online teammate will do the job. The reasons for this transfer should be clearly and immediately communicated to the Executive Committee and to the rest of the community by teammates who retain internet connectivity.

## 9. Wingmen.

*Q. If my wingman crashes, can someone else take his/her place?*

A. Yes. Your wingman may optionally restart. If he/she aborts, then another pilot may

substitute. Note that the second (or subsequent) wingman starts from your departure airport and remains subject to the time limit beginning with your claiming the baton.

*Q. Do I have to wait until after I claim the baton before I take off? Or if I'm flying wing, do I have to wait until after declaring "I am flying wing" before I depart?*

A. Yes to both. You may not takeoff before you either claim the baton or you declare that you are flying wingman. The reason for this restriction should be self-evident.

*Q. Does the wingman have to wait for the lead pilot to take off first? Does he/she have to wait for the lead pilot's landing before landing himself?*

A. No to both questions. While the wingman posts his/her status after the lead claims the baton, the rules do not govern subsequent departure and arrival times. Remember that the wingman transfer carries a 30 minute delay—so there is no practical reason for the wingman to "race" the lead pilot. (Teams that feel strongly about the ordering may incorporate "team procedures" to govern the situation. But the official rules do not come into play.)

*Q. Does the wingman have to fly to the same destination as the lead?*

A. Strictly speaking, No. But observe that the wingman, on receiving the baton, must complete the flight within the same time frame as the original baton holder. On receipt of the baton, the wingman may choose the same or another destination.

Two points: note first that once the wingman lands he/she may not take off and go to another airport. If the wingman lands at an airport and subsequently receives the baton, the leg is successfully terminated at that airport—the team continues from that location. Note further: if the lead lands, releases the baton to the next pilot, and subsequently discovers an authentication error, a retrospective baton transfer is admissible only if the wingman has landed at the same airport. See below.

Experience has shown the importance of the wingman flying to the lead pilot's airport, completing the backup leg, and posting a proper authentication. Doing so may mean the difference between the team's winning and losing.

*Q. I'm flying wingman and the lead pilot has landed: must I land and post? Is it a good idea? What should the post say?*

A. The wingman is not required to land and post. However, your posting the arrival will mark the leg timing which may be critical in some cases. You should post "Wingman Down at airport EFGH" and the forum clock will timestamp your landing. Add your authentication to this post.

*Q. If I crash or have a problem and wish to transfer the baton to my wingman, must I do so immediately?*

A. No. You may wait if you wish. Normally you would quickly transfer the baton so as not to lose time. But in special circumstances, say when the wingman is not eligible to receive the baton at the moment, you might delay in making that transfer.

*Q. If the lead transfers the baton to the wingman who then crashes, does the 30 minute penalty apply?*

A. No. The penalty applies only when the leg is completed. The flight becomes "incomplete" and the baton returns to the current departure airport.

*Q. If a pilot completes a leg, releases the baton, and only several minutes later discovers that the Duenna is invalid, what happens? Is the wingman rule in effect?*

A. The decision is in the hands of the current baton holder. If the prior leg had no wingman, then the current pilot may either restart the leg from the previous flight's departure airport or simply release the baton at that airport. The choice is up to the baton carrier. (In this case, there is no penalty and the leg timing begins anew.)

If the prior flight, now invalid, had a wingman then the current baton holder may retrospectively invoke the wingman transfer rule. This special case works only when the wingman has landed and authenticated at the previous leg's arrival airport. The penalty is a 45 minute delay: the usual 30 minutes for a wingman transfer plus an additional 15 minutes penalty for this retrospective invocation. In this case, the current baton holder proceeds with the current flight and, at the next opportunity, the team delays its departure by 45 minutes. (The timing of that next flight commences with that departure.)

*Q. Again, a pilot lands and releases the baton. But this time several hours pass before the team discovers that the Duenna is invalid. What now?*

This will be a matter for Executive Committee review. The standard expectation is that team will stop at its next landing and repeat the invalid flight under similar environmental conditions. Add in a small penalty.

Alternatively, if the invalid leg's wingman landed and authenticated properly, the team may retrospectively invoke the wingman transfer rule and the leg will be complete without having to re-fly the distance. The team will then delay its very next departure for 45 minutes as above.

*Q. What if the wingman receives the baton in transfer but takes more than two hours to complete the leg. Is there any penalty?*

A. The wingman incurs the normal triple time penalty plus any wingman transfer penalty. For example, a wingman takes the baton and is four minutes late. The delay for the next departure will be forty-two minutes ( $4*3+30$ ).

*Q. Another tiny detail. Under the retrospective invocation of the wingman rule, what if the wingman was later than the two hour limit? How does the triple time penalty apply here?*

A. If the wingman arrives after the two hour limit, then the usual three-for-one penalty applies in addition to any wingman transfer penalties. If the now invalid leg's lead pilot had caused the team to wait out a penalty, and the wingman's arrival is later yet, then the difference in the penalties will be added in on the subsequent departure. If the wingman landed at the same time or before the prior lead, then there is no additional penalty.

## 10. Team Organization.

### a. Team membership.

*Q. You say that the Teams may make their own rules about membership. Does that mean that a small group of pilots can take over a team and exclude everyone else? I thought that the race was open to all participants.*

A. We have confidence that the teams will exercise good judgment here—while they incorporate the openness built into the race structure. Yet, everyone understands that the teams are responsible for the actions of their members and may want to develop some mechanisms to enforce good behavior. If any such decision affects the race scoring or the overall race community, then the team should immediately communicate the circumstances and decisions to the Executive Committee.

### b. Team communications.

*Q. You say that it's ok to close off a "private" team communication channel. But what about normal operations? Should those be open or closed?*

A. Teams using a multiplayer server or TeamSpeak should make every effort to accommodate guests from other teams or just members of the flightsim community. Naturally, there may be technical problems and bandwidth challenges. Teams may keep sub-channels in TeamSpeak as password protected, for example, so that they may discuss matters of a strategic nature without everyone hearing. Cross-team visits are encouraged in order to enhance collegiality in the racing community. Guests at a team's multiplayer site should behave as invited guests: good etiquette is highly valued.

## 11. Intentional Foul Play.

*Q. What will be done to correct the injustice of foul play?*

A. In the unhappy event, the race officials will try to devise a mechanism to resurrect the wronged team's position so that it can continue to race on an equal footing.

*Q. Does the intentional foul play rule allow teams to control their membership?*

A. No and yes. The underlying principle of the race is to encourage the active participation of the broader flight simulation community. While some pilots will be better than others, teams are explicitly encouraged to introduce new members to the joy of RTWR participation and are discouraged from barring participation. However, it is possible for a single pilot to cause irreparable damage to the team. If a team feels that a pilot is being intentionally harmful, then the team should consult with the Executive Committee. Attempts will be made to resolve the situation. See Rule 10.

## Other Questions.

*Q. I want to fly for my forum. But the baton never seems to be available—other pilots always seem to claim the baton immediately on its being relinquished. What is going on? What should I do?*

A. Your teammates are probably coordinating their baton handoffs to minimize the time spent on the ground. This is an important race technique. If you want to fly, either get online with your team or, if that is difficult, contact your team through the forum and ask to join the team's efforts. Teams are always looking for new pilots and you will be very welcome. You will get a chance to meet some terrific people and to play an important part in your team's success. In past years, all new pilots who have joined during the Race have had a chance to fly for their team. As one of the Race pilots has said, he's never had so much fun with his pants on.

*Q. I want to win at all costs. I don't care about the spirit of the race. And the Rules are just something to be fiddled so that my team will win. What should I do?*

A. Wall Street is looking for people like you. And the pay is better.