

T-6 RACING ASSOCIATION, INC.

POLICIES AND PROCEDURES

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These policies and procedures are hereby approved as the only source document to be used at the Reno National Championship Air Races and other air races sanctioned by the T-6 Racing Association, Inc.

Approved by:

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1. DEFINITIONS

ACTIVE VOTING MEMBER: A current dues paying member, owner or pilot, holding a Race Number. The voting member has one vote per Race Number held. See the T6 Racing Association Bylaws for more details on this topic

AIRCRAFT OWNER(S): An individual, or group of individuals, or Company who's name appears on the current Aircraft Registration

AIRCRAFT REGISTRATION: A document issued by the Department of Transportation – Federal Aviation Administration reflecting the registered aircraft owner

AIR RACES:

AIR RACING:

AIR RACING CHECK PILOTS:

AIRWORTHINESS CERTIFICATE: A document issued by the Department of Transportation – Federal Aviation Administration reflecting the Category of Airworthiness

CFR'S: Code of Federal Regulations, as administered by the Federal Aviation Administration

CALL FOR THE CLOCK:

CHIEF TECHNICAL INSPECTOR:

COOL DOWN: Is a term used only after an actual air race. It is designated as a non-controlled holding pattern directly over the race course to allow engines to be cooled down prior to landing.

CUT PYLON:

DIVE LAP:

FAR's: Federal Aviation Regulations as published within the Code of Federal Regulations

FILL: Any building up of an area or surface by use of metal and/or filler material

FILLER: Is used to repair dents, imperfections, seams, and skin lap joints as allowed (i.e. bondo, paint, primer, fiberglass, resins, and epoxies)

FLUSH: Mechanically or manually adding or removing of metal or filler to smooth a surface, i.e., countersunk screws, rivets, and flush patches.

HOLDING AREA: A specific geographical area used for aircraft holding prior to entering the Sanctioned Race Course

HOLDING PATTERN: A race track type pattern utilizing left hand turns in the designated Holding Area

HOME PYLON:

LEVEL LAP:

MAINTENANCE FEE:

PILOTS:

PILOT QUALIFICATION COMMITTEE (PQC):

PROTEST FEE:

PYLON:

QUALIFICATION ATTEMPT:

QUALIFICATION TIME:

RACE CONTROL:

RACE COURSE:

RACED:

RACER:

RADIO CHECK:

RARA: Reno Air Racing Association, organization responsible for the conduct of the Reno National Championship Air Races

RARA - CONTEST COMMITTEE:

RARA - RULES OF COMPETITION:

RARA - PYLON RACING SEMINAR:

RENO NATIONAL CHAMPIONSHIP AIR RACES (RNCAR):

SPEED MANIPULATION (SAND BAGGING): To change or present something in a way that is false but personally advantageous.

In the spirit of fairness in competition, all competitors are expected to operate their aircraft so as to extract maximum speed during qualifying and racing. Manipulating speed for personal advantage, (i.e. sandbagging), will not be tolerated and may result in disqualification.

Competitors will be monitored for inconsistent lap times, sudden bursts of speed or slowing, and other intentional acts to gain or maintain a personally advantageous position.

STOCK AIRCRAFT: Is defined as the original configuration of the aircraft at the time of manufacture for its intended purpose. Certain authorized modifications, using current technologies, are acceptable in the interest of safety and longevity, but not solely for increased performance.

T-6 CLASS:

T-6 CONTEST COMMITTEE:

T-6 RACING ASSOCIATION, INC.:

T-6 RACING ASSOCIATION - BOARD OF DIRECTORS: Are made up of five T-6 Race Association members elected by the voting membership of the T-6 Race Association, Inc, for a three year term all of whom are in good standing. The elections are held during the Annual Racing Membership Meeting at the Reno National Championship Air Races.

T-6 RAMP BOSS:

TECHNICAL INSPECTION COMMITTEE (TIC): Individuals of the Technical Inspection Committee are appointed by the Board of Directors. The TIC is responsible for administration of and compliance with the T-6 Racing Associations Technical Specifications

TECHNICAL INSPECTION TEAM (TIT): A one or more persons appointed by the Board of Directors for a specific race. The Technical Inspection Team answers directly to the Board of the Directors.

2. INTRODUCTION

These Policies and Procedures (rules) are intended for use by, and compliance with, all Aircraft Owners and Pilots intending to race their aircraft at the Reno National Championship Air Races (RNCAR), or any other Air Races sanctioned by the T-6 Racing Association, Inc.

These rules are intended to establish fair competition in all T-6 races, sanctioned by the T-6 Racing Association, Inc., and are subject to revision as necessary by the T-6 Racing Association's Board of Directors. The philosophy of the T-6 Racing Association is to retain the T-6 Class as a primarily "stock"¹ class, allowing for certain modifications and mechanical ingenuities, within prescribed limits, in the spirit of competition. The mechanical and airframe specifications that are permissible to race are contained in the T6 Racing Associations, Inc. Technical Specifications.

Each Aircraft Owner and Pilot is responsible for the airworthiness of their aircraft as established by the Code of Federal Regulations (CFR). Any changes or modifications from the original certified design configurations will be subject to CFRs, as it applies to their specific Airworthiness Certificate. The T-6 Racing Association, Inc. will not specifically determine the airworthiness of a particular aircraft. However, any time, a known airworthiness or safety issue exists, it shall be brought to the attention of the Aircraft Owner and Pilot. It shall be the Aircraft Owners responsibility to correct any airworthiness or safety issue that exists prior to operating the aircraft on the racecourse.

These rules are established in conjunction with the Reno Air Racing Association's (RARA) Rules of Competition, and are approved by the current RARA Contest Committee. Therefore, any conflict between these rules and the RARA Rules of Competition will be presented by the President and all available T-6 Racing Association Board of Directors to the RARA Contest Committee for resolution. All rulings by the RARA Contest Committee and the T-6 Racing Association Board of Directors are final and are not subject to dispute.

These are the only rules of the T-6 Racing Association, Inc. These rules supercede all other previous rules, memos, and understandings, and will remain in effect until revised in writing by the T-6 Racing Association's Board of Directors.

3. SAFETY REQUIREMENTS

The T-6 Racing Associations Board of Directors, in cooperation with the RARA Contest Committee, may cancel or postpone any race. This decision will take into

¹ "Stock" is defined as the original configuration of the aircraft at the time of manufacture for its intended purpose. Certain authorized modifications, using current technologies, are acceptable in the interest of safety and longevity, but not solely for increased performance.

consideration the apparent safety of spectators or other racers, the number of eligible racers for an event, or other safety concerns of scheduled aircraft or pilots.

All pilots will wear flame retardant flight suits and flight gloves when on the racecourse.

Use of parachutes is at the pilot's discretion. If used, the repack must be current.

All aircraft will be maintained in accordance with their respective airworthiness certification.

The T-6 Racing Association, Inc. is not responsible to inspect an aircraft for compliance with any FAR.

4. PILOT QUALIFICATION

The Board of Directors will establish a Pilot Qualification Committee (PQC) each year. No pilot will attempt to operate an aircraft on an approved race course unless certified by the current PQC. The PQC will present, in writing, a list of all approved pilots to the FAA Representative at the sanctioned Air Race site.

The PQC will consist of the President of the T-6 Racing Association, and all designated Air Racing Check Pilots. The Board of Directors will designate, and the FAA will approve, in writing, all Air Racing Check Pilots.

Each pilot, prior to a Qualification Attempt or Air Racing competition, must meet the following requirements:

- A. All pilots must be members of the T-6 Racing Association in good standing for the current year. Members in good standing are those members whose dues (\$150.00) are paid each year prior to qualification. Dues will be presented to the Association Secretary/Treasurer in cash or personal check.
- B. All pilots must possess at least a Commercial Pilot Certificate².
- C. All pilots must have logged a minimum of 500 hours Pilot-in-Command (PIC) time in a single-engine land airplane, and have logged a minimum of 40 hours in an SNJ/T-6/Harvard, within the last 24 months prior to any racing event.

² This rule may be waived by the T-6 Racing Association's Board of Director.

- D. With emphasis on safety and proficiency, all pilots must satisfactorily demonstrate to the PQC their ability to perform the following including but not limited to:
1. Formation flying skills; re-joins, wing-tip, and line-abreast, and breakout,
 2. Certain aerobatic maneuvers; a roll in each direction without appreciable altitude loss; a left and right roll to inverted immediately followed by a recovery in the opposite direction without appreciable altitude loss,
 3. At least five consecutive satisfactory laps around the race course. The emphasis will be on; flying the designated T-6 race course, low flying around pylons, pylon cuts, remaining inside the race course boundaries, and on the final lap, abort the race course from race altitude demonstrating a successful simulated power-off landing on a designated runway.
 4. Successfully complete the RARA Pylon Racing Seminar within the last two years, or have previously raced at the Reno NCAR within the last three years.

5. RACE QUALIFICATION

Each Aircraft Owner will be afforded an opportunity to qualify their aircraft. Aircraft are considered qualified when they are cleared onto the race course by Race Control and have a lap officially timed by RARA. That will be confirmed when, after the racer's qualification lap, the timers confirm you have a "qualifying time."

To obtain a legal qualification time, you must fly at least one full "Level Lap" at qualification altitude before "calling for the clock" from the official timers.

A Qualification Attempt may be started from one of two positions: a) the designated holding pattern^{3 4}, or b) while already established on the race course.

- a) To start your qualification attempt from the holding pattern, you must be cleared onto the race course by Race Control. The aircraft must pass Home Pylon at qualification altitude. That event will be the "dive lap." The aircraft must proceed around the full race course and upon passing the Home Pylon the second time will begin the "level lap."

³ The RARA designated holding pattern for T-6s is approximately 2-3 miles west of Home Pylon at an altitude between 500 feet AGL and 1500 Feet AGL. You must call entering and departing the holding pattern with your race number. Use extreme caution in the holding pattern; it is not controlled (only monitored) by Race Control.

⁴ "Cool Down" is a term used only after an actual race. It is designated as a non-controlled holding pattern directly over the race course to allow engines to be cooled down prior to landing.

- b) To start your qualification attempt when already established on the race course, each racer must complete at least one “Level Lap” at their qualifying altitude⁵ prior to “calling for the clock”. That means you can “call for the clock” approaching pylon 4 after completing at least one “Level Lap.”

Only after completing a “Level Lap” can you “call for the clock”. This call, if acknowledged, will satisfy the RARA requirement for a Radio Check on the race course at race power settings prior to obtaining a legal qualification time. Upon completion of the qualifying lap(s), exit the race course⁶, and either land or return to the holding pattern.

All Level and Qualification Attempt laps will be flown at essentially the same altitude and will be closely monitored by the T-6 Racing Associations Contest Committee and the RARA Contest Committee.

If any violations are observed and reported by either Contest Committee, the violating aircrafts original qualifying time will be void, and such aircraft will be given a second chance to qualify ONLY after all other entrants have received a valid qualifying time.

If there is not enough racecourse time remaining to re-qualify, then four (4) seconds will be added to the original qualification time.

6. T-6 RACE PROGRESSION

Qualifiers:

The **twenty one (21)** fastest qualifiers will be used for the Heat Races, and subsequently, the Medal Races. The next qualifiers **(22-23)** will be used as alternates, as required. There will be six (6) heat races that will qualify for the Medal Races (Gold, Silver, and Bronze).

Heat Races:

Racers will be assigned to Heat Races based on their qualification speeds, as follows:

Gold Heat 1A will consist of the **seven (7)** fastest qualifiers.

Silver Heat 1B will consist of the next **seven (7)** fastest qualifiers.

Bronze Heat 1C will consist of the next **seven (7)** fastest qualifiers.

Gold Heat 2A will consist of the **seven (7)** fastest racers of Heat 1A.

Silver Heat 2B will consist of the **seven (7)** fastest racers of Heat 1B.

Bronze Heat 2C will consist of the **seven (7)** fastest racers of Heat 1C.

⁵ Each racer will initiate their timing run from level flight at an altitude not exceeding 500 feet AGL after passing Home Pylon.

⁶ Exit the racecourse only at Home Pylon. This applies during all race events, except an emergency.

Line-up for the Heat Races 1A, 1B and 1C will be based on qualification speeds in descending order, i.e., fastest qualifier on the poll position.

Line-up for Heat Races 2A, 2B and 2C will be determined by finishing position in the previous heat races 1A, 1B and 1C.

Medal Races:

The Gold Race will consist of the seven (7) fastest racers of Gold Heat 2A.

The Silver Race will consist of the seven (7) fastest racers of Silver Heat 2B.

The Bronze Race will consist of the seven (7) fastest racers of Bronze Heat 2C.

Line-up for the Medal Races will be based on the finishing position of each racer in Gold, Silver and Bronze Heat 2 with the fastest in the pole position and progressing outward in descending order.

Alternates:

Alternates for each of Medal Races will be taken from the next fastest qualified racer in descending order. An alternate will be used in the event of a Do Not Start.

Any open position in a race due to a “Do Not Start” (DNS) or disqualification will be filled from the remaining unused qualified racers in sequence of the then current race position or filled on a voluntary basis. Voluntary racers will start in the last position, if this occurs in a heat race the Alternate will start the next heat race in his/her prior position (unless the DNS pilot was disqualified). **If a racer Does Not Start a Medal Race, the racer will not be awarded any money or trophy. The alternate racer (the next fastest racer) will not forfeit his/her prior winning trophy and will only be awarded one prize money check equal to the higher finishing position in that Medal Race.**

Did Not Finish (DNF) and Did Not Start (DNS):

Racers that Did Not Finish, or Did Not Start a Heat Race, will be realigned in the next scheduled race in the last position of their qualification class.

If a Racer Did Not Finish two consecutive Heat Races, they will be disqualified from the Medal Races and the next fastest aircraft will be moved up in sequence to race in that Class as will all other racers in sequence be advanced. The next fastest aircraft that did not qualify will be placed last in Bronze

DNF is defined as not completing all scheduled laps in a scheduled event.

DNS is defined as not passing Home Pylon at the start entering the course.

7. CONTEST COMMITTEE

The T-6 Board of Directors will appoint a T-6 Contest Committee for each practice, qualification, and race period. The T-6 Contest Committee will be charged with monitoring aircraft and pilots for compliance with the rules and procedures of the particular event. If an Infraction is thought to have occurred, The T-6 Contest Committee observations will be presented to the T-6 Ramp Boss for resolution, and are only subject to the review by the T-6 Racing Association Board of Directors. If any rules were violated, the T-6 Ramp Boss will take appropriate action prior to the next T-6 Class race.

The T-6 Contest Committee will consist of at least three persons knowledgeable with RARA and T-6 Class rules and appointed by the Board of Directors. During each event, one committee member will be positioned in the RARA Tower and each of the other committee members will be positioned on the ramp so as to be able to observe the whole race course. Proper ramp credentials are required on the ramp at all times.

8. TECHNICAL INSPECTION

The Board of Directors will establish a T-6 Technical Inspection Committee (TIC) each year. This committee will consist of the T-6 Ramp Boss, Chief Technical Inspector, and any others designated by the Board of Directors. The TIC will have final authority as to the eligibility of any aircraft for qualification or competition. The TIC will be available at the race site and be prepared to inspect aircraft no later than two days prior to a racing event.

No Aircraft Owner will attempt to operate their aircraft on the approved race course unless the aircraft has been approved by the TIC. The TIC will present, in writing, a list of all approved aircraft to RARA. Only aircraft on the approved list will be allowed to operate on the approved race course.

Each aircraft owner, or their designated representative, will present the following items at registration sign-in with RARA and will be made available to the TIC:

- A. A valid airworthiness certificate, allowing for the intended operation (CFR 21.191),
- B. A current registration certificate (CFR 21),
- C. A current annual/100 Hour/Progressive inspection statement. A copy of this statement is acceptable if certificated by the inspecting Inspection Authorization (IA) showing Registration Number, TTAF, TTE, and date of inspection.
- D. Experimental decal, if appropriate (CFR 45.23(b)).

- E. FAA Form 337 for any major alterations to standard certificated aircraft or experimental aircraft that were previously certificated as Standard (CFR 43.1),
- F. Statement of Airworthiness as required by FAA Flight Standards Handbook Bulletin for Airworthiness (HBAW) 00-17 of FAA Order 8300.10, Appendix 3.
- G. Appropriate operating limitations, if applicable,
- H. Commercial Pilot certificate (Private Pilot, on an individually approved basis),⁷
- I. Current Medical Certificate,
- J. Meet all requirements of the T6 Racing Association Technical Specifications.

9. DISPUTES AND PROTESTS

- A. Disputing the qualification or action(s) of another aircraft or pilot is well within the civil rights of each current and qualified racer. In the interest of fair competition, all disputes will be handled in accordance with the rules and of the racing event. However, in order to maintain some semblance of order within the racing event, the following additional rules will apply:
 1. All disputes will be in accordance with the RARA Rules of Competition, except that all disputes will be presented, in writing, to one either a T6 Racing Association Board Member or the President of the Class within 45 minutes of the questioned event. A Non-refundable \$500.00(cash) Protest Fee will accompany each dispute.
 2. A Maintenance Fee, in addition to the Protest Fee, will accompany any dispute involving the disassembly of an aircraft, engine or component for inspection. This fee will be established by the Chief Technical Inspector to cover the estimated expenses incurred for the disassembly and reassembly to airworthy condition of the disputed aircraft, engine or component. Any technical dispute of racing equipment not accompanied with this maintenance fee will be considered an invalid protest.
 3. Only the T6 Racing Association Board of Directors and the President will present disputes to the RARA Contest Committee.
 4. Any awards or prize money that would have been awarded will be held by the Secretary/Treasurer until the dispute is settled.

⁷ Waiver authority for foreign pilots is the RARA Director of Operations.

- B. In addition to other offenses included herein, the following list shall be deemed violations and will be grounds for fines and/or disqualification.
1. Any action of proceedings prejudicial to the integrity of the event or in the best interest of air racing.
 2. Any intention to enter or to aid the entry of an unqualified pilot or aircraft.
 3. Bribery or attempts to bribe anyone connected with any competition and/or acceptance of such offers.
 4. Any unsportsmanlike conduct, any protest offensively formulated, or any abusive language or threats uttered publicly or otherwise against participants, officials, or committee members, before, during, or after a race event.
 5. Reckless or dangerous flying.
 6. Violation of the race events Waiver or T-6 Racing Association, Inc. rules.
 7. Low flying over spectators or on the course at any time.
 8. Attempt to race an unqualified aircraft as a substitute for a qualified aircraft.
 9. Attempting to operate an aircraft on the approved race course prior to personally attending and signing in for the required daily RARA and T-6 pilot briefings.
 10. Presenting disputes to anyone other than the T-6 Racing Association Board of Directors and or President..

10. RESOLUTION OF DISPUTES

Upon presentation of a dispute of the T-6 Racing Association rules or Technical Specifications, the Board of Directors and the President will gather all evidence and make a final ruling. The final ruling will be provided to the T-6 Racing Association Members involved in the dispute prior to the next T-6 Class race. The dispute resolution ruling by the Board of Directors is final and is not subject to dispute. The Class President in conjunction with available T-6 Board of Directors will brief the RARA Contest Committee on all disputes and their respective resolutions.

Upon request, all parties concerned with, or involved in the dispute will have the opportunity to personally present their case to the T6 Racing Association Board of

directors. Such presentations shall be heard prior to the T-6 Racing Association Board of Directors make a final ruling on the dispute.

If the dispute directly involves RARA, the Class President and all available Board of Directors, and the protestor will present their case to the RARA Contest Committee in a timely manner.

If the protestor is correct in the protest, the Maintenance Fee, if applicable, will be returned to the protestor.

If the protestor is not correct in the protest, the Maintenance Fee, if applicable, will be forfeited to the protested owner/pilot. If the actual maintenance expense exceeds the estimated expenses, the protestor will pay the additional fee to the Secretary/Treasurer. Non-payment of the additional fee will be grounds for disqualification. The Secretary/Treasurer will immediately disburse all fees to the protested owner/pilot.

The Chief Technical Inspector will personally observe all disassembly and reassembling of protested aircraft, engines and components, and verifies the actual maintenance expenses. The protestor is not allowed to assist in the inspection, but is permitted to view the inspection process without impeding or restricting the TIC.

11. INFRACTIONS

A. Major Infractions:

- 1) Installation of any engine part that is not listed in the current Pratt & Whitney R-1340 AN-1 Parts Book, Service Bulletins, Maintenance Manual or listed in these T-6 Specifications that is used to improve performance and speed not otherwise permitted in the T6 Technical Specifications.
- 2) Installation of any airframe part that is not listed in the applicable Type Data Certificate and/or Illustrated Parts Catalog that is used to improve performance of speed not otherwise permitted in the T6 Technical Specifications.
- 3) Passing or flying unsafely, including passing another aircraft where the Pilot of the passing aircraft can not see at all times the head of the Pilot in the aircraft being passed. Flying inconsistently, with the intent to prohibit a faster aircraft from over taking a slower aircraft. Flying at a level that is consider dangerous, currently defined as a ten foot clearance of the wing tip to the ground. This does not supersede the RARA or Race events rules for low flying at any pylon etc.

- 4) Intentional Speed Manipulation during any Qualification Attempt or during Air Race competition is considered unsportsmanlike. The Class BOD will act on all suspected incidences of Sandbagging.
- 5) Aircraft in violation of a major infraction will be disqualified.
- 6) The burden of disproving a major infraction shall rest with the race member charged and shall be allowed to present evidence to the Board of Directors for appeal.

B. Minor Infractions:

- 1) Any violation of the T-6 Race Association Specifications and Procedures, other than a major infraction.
- 2) A minor infraction will be allowed to be corrected at the race event, but before the aircraft can compete, the Technical Committee must approve the aircraft. If the item cannot be corrected to the satisfaction of the Tech Committee, the aircraft cannot race.
- 3) The burden of disproving a Minor Infraction shall rest with the race member charged and is allowed to present evidence to the Board of Directors for appeal. The decision of the Board of Directors is final.