

# T-6 Racing Association, Inc. Policies and Procedures

**Reno Air Racing Association Related**

**2025 - 2027**



**October 18, 2024 Current Version**

**March 1, 2023 Prior version**

**NOTE: All 2025 - 2027 changes to the T-6 Racing Association, Inc. Policies and Procedures are listed in BOLD RED font.**

# T-6 Racing Association, Inc. Policies and Procedures

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# T-6 Racing Association, Inc.

## Policies and Procedures

**October 18, 2024**

These policies and procedures are hereby approved by the T-6 Racing Association, Inc., Board of Directors, as the only source document for Policies and Procedures to be used at the **Reno National Championship Air Races at Roswell (NCAR-R)** and other air races sanctioned by the T-6 Racing Association, Inc., in conjunction with the most current Technical Specifications.

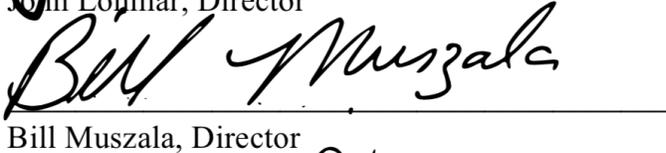
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# T-6 Racing Association, Inc. Policies and Procedures

ORIGINAL: June 15, 2013

## Log of Revisions

<b>Revision</b>	<b>Date</b>	<b>Revised Pages</b>
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Revision 1	June 29, 2015	1 - 4, 13, 15 - 19
Revision 2	May 5, 2016	1 - 4, 7 - 9, 12 - 14, 16, 17, 21
Revision 3	March 14, 2017	1 - 4, 14, 16 – 21, 23
Revision 4	June 9, 2018	15
Revision 5	March 1, 2021	3
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<b>Revision 7</b>	<b>October 18, 2024</b>	<b>1 – 5, 7, 8, 13, 14, 16, 17, 19, 20, 24</b>

## **Introduction**

The T-6 Racing Association, Inc., is the only FAA recognized body authorized to certify racers in the T-6 Class.

These policies and procedures are intended for the use and compliance of all owners and pilots intending to race their aircraft at the **Reno National Championship Air Races at Roswell (NCAR-R)** and any other air races sanctioned by the T-6 Racing Association, Inc.

These rules seek to establish a basis for fair competition in the T-6 racing arena and are subject to revision by the T-6 Racing Association's Board of Directors, as duly elected by the majority of active voting members of the T-6 Racing Association. The philosophy of the T-6 Racing Association is to maintain the T-6 Class as a "stock"<sup>1</sup> class while allowing for certain mechanical ingenuities, within prescribed limits, in the spirit of competition. The mechanical and airframe specifications that are permissible to race are contained in the most current Technical Specifications.

Each owner/pilot is responsible, and will be held accountable, for the airworthiness of their aircraft as established by the Code of Federal Regulations (CFR). Any changes or modifications from the original design configurations will be subject to CFRs, as it applies to their specific airworthiness certificate. The Association will not specifically determine the airworthiness of a particular aircraft. However, at any time, any known airworthiness or safety issues will be brought to the attention of the owner, and it will be the aircraft owner's responsibility to correct any safety issue prior to entering 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 Rules Committee. Therefore, any conflict between these rules and the RARA Rules of Competition will be presented by the President and all available Board of Directors of the T-6 Racing Association 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 rules are the only rules of the T-6 Racing Association, Inc. These rules supersede 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.

<sup>1</sup> "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.

## **Safety Requirements**

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

1. All pilots will wear flame retardant flight suits and flight gloves when on the racecourse.
2. All pilots must use a parachute with a current repack sign-off.
3. Helmets at pilot's discretion.
4. All aircraft will be maintained in accordance with their respective airworthiness certification.
5. The T-6 Racing Association is not responsible for inspecting an aircraft for compliance with any Federal Aviation Regulation.

## **Pilot Qualification**

The Board of Directors will establish a Pilot Qualification Committee (PQC) each year which will consist of the President of the T-6 Racing Association and the lead PRS Instructor Pilot (PRS Lead). No pilot will attempt to enter an approved racecourse until certified by the current PQC. The PQC will present, in writing, a list of all certified pilots to RARA and the FAA Representative at the race site.

Prior to qualification or competition, each pilot must meet the following requirements:

1. 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 are paid each year prior to qualification. Dues will be presented to the Association Secretary in cash or personal check.
2. All pilots must possess at least a Commercial Pilot Certificate<sup>2</sup>, with at least a Class II medical issued within six months of the race event.
3. 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.
4. A pilot who does not have a minimum of the two preceding years prior race experience must provide a current FAST Card (issued by NATA, CAF or Red Star provided the formation training and approval was done in a T-6 aircraft) for both racing and Pylon Racing Seminar PRS.
5. With emphasis on safety and proficiency, all pilots must satisfactorily demonstrate to the PQC their ability to perform the following skills including but not limited to:
  - a. Formation flying skills: re-joins, wingtip, and line-abreast, and breakout,
  - b. 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.
  - c. At least five consecutive satisfactory laps around the racecourse. The emphasis will be on flying the designated T-6 racecourse, safe and predictable flying around pylons, pylon cuts, remaining inside the racecourse boundaries, and on the final lap, abort the racecourse from race altitude demonstrating a successful simulated power-off landing on a designated runway.
  - d. Successfully complete the RARA Pylon Racing Seminar at Roswell in May 2025. Certified race pilots who are unable to attend the May 2025 PRS and who have previously raced at the Reno NCAR within the last three years may be eligible for a special qualifications training course at Roswell prior to NCAR-R.**

<sup>2</sup> This rule may be waived by the RARA Director of Operations for foreign pilots. Pilots who have previously qualified and maintained their qualification to race with a Private Pilot's License are "Grandfathered" as long as they continue to maintain their certification.

## Race Qualification

Each owner will be afforded an opportunity to qualify their aircraft. To qualify, an aircraft must be cleared onto the racecourse by Race Control and have at least one lap officially timed by RARA. After the racer's attempted qualification lap(s), the timers will confirm that they "have a time". The official qualifying time will not be posted until the Chief Timer has been advised whether there were any pylon cuts or other penalties to be imposed. A qualification attempt may be started from one of two positions: a) the designated holding pattern<sup>3</sup> or b) while already established on the racecourse.

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

To start your qualification attempt from the holding pattern, you must be cleared onto the racecourse 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 racecourse and upon passing the Home Pylon the second time will begin the "level lap."

To start your qualification attempt when already established on the racecourse, each racer must complete two "level laps" at their qualifying altitude<sup>4</sup> prior to being on the clock. That means you can "call for the clock" approaching pylon 4 on the second "level lap."

Only during the "level lap" may you call for the clock. This call, if acknowledged, will satisfy the RARA requirement for a radio check on the racecourse at race power settings prior to obtaining a qualification time.

A qualifying attempt consists of one timed lap or two consecutive timed laps. Pilots may request one lap, when they initiate the attempt, or pull off the course after the first lap.

All aircraft will be permitted to make up to two qualifying attempts of one or two laps each. Repeat attempts must take place when no racer is waiting to request a first attempt.

All qualifying attempts, by primary and alternate pilots, will be included in the two allowed attempts.

<sup>3</sup> The RARA designated holding pattern for T-6s is ~~approximately 2-3 miles west of Home Pylon at an altitude of—7,000 Feet MSL—(new location to be determined in Roswell)~~. 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.

<sup>4</sup> Each racer will initiate their timing run from level flight at an altitude not exceeding 250 feet AGL after passing Home Pylon.

A qualifying attempt may be aborted by abruptly pulling off the course without passing the Home Pylon. The pilot must call over the radio to Race Control their race number and aborting status. Qualifying attempts aborted on the second lap will be included in the two allowed attempts.

Qualifying laps will be disqualified by pylon cuts, by cutting inside the racecourse, or by Class officials or the Contest Committee for other infractions. Qualifying attempts in which one or both laps are disqualified will be included in the two allowed attempts.

Qualifying attempts beyond two will not be recorded.

The best speed of the laps flown without disqualification shall be used as the aircraft's qualification speed.

Upon completion of the qualifying lap(s), exit the racecourse<sup>5</sup>, and either land or return to the holding pattern.

All level and qualification laps will be flown at essentially the same altitude and will be closely monitored by the T-6 Safety Committee and the RARA Contest Committee.

<sup>5</sup> Exit the racecourse only at Home Pylon. This applies during all race events, except an emergency.

## **Technical Inspection**

The Board of Directors will establish a T-6 Technical Inspection Committee (TIC) each year. This committee will consist of the 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 five days prior to a racing event.

No owner will attempt to enter an approved racecourse until 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 that list will be allowed to enter the approved racecourse.

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, if requested.

1. A valid airworthiness certificate, allowing for the intended operation (CFR 21.191),
2. A current registration certificate (CFR 21),
3. 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.
4. Experimental decal, if appropriate (CFR 45.23(b)).
5. FAA Form 337 for any major alterations to standard certificated aircraft or experimental aircraft that were previously certificated as Standard (CFR 43.1).
6. Statement of Airworthiness as required by FAA Flight Standards Handbook Bulletin for Airworthiness (HBAW) 00-17 of FAA Order 8300.10, Appendix 3.
7. Appropriate operating limitations, if applicable.
8. Commercial Pilot certificate (Private Pilot, only as consistent with T-6 Policies and Procedures).<sup>6</sup>
9. Current Medical Certificate (Class I or Class II) within six months of the event.
10. Meet all requirements of the T-6 Racing Association's Technical Specifications.

<sup>6</sup> Waiver authority for foreign pilots is the RARA Director of Operations.

## **Disputes and Protests**

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 regulations governing 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 either a T-6 Racing Association Board Member or the President of the Class within 45 minutes of the questioned event. A \$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 T-6 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 or Treasurer until the dispute is settled.

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 or 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 offensively formulated protest, 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 any FAR not specifically waived for the event or any T-6 Racing Association Policies and Procedures.

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 fly on the racecourse prior to personally attending and signing in for the required RARA *and* T-6 pilot briefings.
10. Presenting disputes to anyone other than a member of the T-6 Racing Association Board of Directors and/or President of the T-6 Racing Association.

### **Resolution of Disputes**

Upon presentation of any dispute of a T-6 specific race or other allegation, the Board of Directors and the President will gather all evidence and make a final decision. A final decision will be reached and given to the Association members prior to the next racing event for the pilot or plane's group. The resolution decision of the Board of Directors is final and is not subject to dispute. The Class President and or Board of Directors will brief the RARA Contest Committee on all disputes and their respective decisions.

Upon request, all parties concerned will have the opportunity to personally present their case to the T6 Racing Association Board of Directors.

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 Protest Fee (and Maintenance Fee, if applicable,) will be returned to the protestor.

If the protestor is not correct in the protest, the Protest Fee (and 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 or Treasurer. Non-payment of the additional fee will be grounds for disqualification. The Secretary or 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.

## **PYLON RACE PROGRESSION**

A full field for the T-6 Class is considered to be 18 aircraft; however up to 21 aircraft may be qualified.

### **Qualifiers**

The eighteen (18) fastest qualifiers will be used for the Heat Races, and subsequently, the Medal Races. The next qualifiers (19, 20 and 21) will be used as alternates, as required, or if time permits, a Medallion Race may be organized. There will be six (6) heat races that will qualify for the Medal Races (Gold, Silver, and **Classic**).

### **Heat Races**

Racers will be assigned to Heat Races based on their qualification speeds, as follows (if there are 21 racers):

Gold Heat 1A will consist of the six (6) fastest qualifiers

Silver Heat 1B will consist of the next six (6) fastest qualifiers.

**Classic** Heat 1C will consist of the next six (6) fastest qualifiers.

Gold Heat 2A will consist of the six (6) fastest racers of Heat 1A. Silver

Heat 2B will consist of the six (6) fastest racers of Heat 1B. **Classic** Heat

2C will consist of the six (6) fastest racers of Heat 1C.

The remaining three racers (19, 20, 21) will be used as alternates.

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 pole 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.

Line-up for each of the Heat races is subject to change under the Voluntary “Bump-Back” option and the “Filler Aircraft” rule.

### **Medal Races**

The Gold Race will consist of the six (6) fastest racers of Gold Heat 2A.

The Silver Race will consist of the six (6) fastest racers of Silver Heat 2B.

The **Classic** Race will consist of the six (6) fastest racers of **Classic** Heat 2C.

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

### **Medal Race Winner “Bump-Up” Option**

The winners of the **Classic** and the Silver Medal Races will have the option to “Bump-Up” to the last-place starting position of the next higher Medal Race (e.g., a **Classic** Medal race-winner may “Bump-Up” to the last place Silver position). If a racer elects to do so, the pilot will forfeit the First-Place trophy of the race they won and they will compete for the appropriate trophy of the next higher class and the money associated with that position. If the Medal Race winning pilot elects to “Bump-Up” the second-place finisher in that Medal Race will become the First-Place trophy winner, and the others will move up accordingly. Winners who elect to bump up will still be listed on the race report. Their place will be listed as "Bump-Up", with the following finisher labeled 1st place.

### **Voluntary “Bump-Back” Option**

Within any specific T-6 Class group (Gold, Silver or **Classic**), a racer may assess the situation and voluntarily offer to “bump-back” in the lineup. The Class may approve up to 2 racers to do so in any group in each heat race. The Class will contribute \$200.00 for each such offer (regardless of number of positions foregone) that is accepted by the Class President. The Pilot Police Officer will advise the official timer of the race start sequence change prior to the start of the race. Upon completion of that race, the pilot/plane’s position will be as decided by the usual rules and will determine the next race sequence for that group, unless there are additional accepted “bump-back” offers in the next Heat race.

### **Filler Aircraft**

The T-6 Association may elect to add aircraft to a Heat or Medal Race in order to fill the field. The Class will contribute \$200.00 for each such offer that is accepted by the Class President. Prior to a Race, the Association will advise RARA that "Filler Aircraft" will be added to a Race Pairing and be designated as "NC" (Non-Competing aircraft). Race results will reflect the order of aircraft finish however, the Filler Aircraft will be designated as "NC".

### **Alternates**

Alternates for each of the 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) will be filled from the remaining unused qualified racers in sequence of the then current race position or if none, 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.

## **T-6 CLASS RULES**

### **Towing Aircraft**

1. Anytime an aircraft is towed, there will be a qualified crew member in the cockpit to manage the towing.
2. Anytime an aircraft is towed, there will also be a crew person on each wing tip to monitor the towing.
3. Anytime an aircraft is under motion while being towed, no personnel will be allowed to stand on the tow bar.

### **Launching Aircraft**

1. The Pilot and 5 Crew members can cross the K-Rails with the aircraft onto the ramp.
  - a. Crew members must be properly dressed (i.e. no flip-flops).
  - b. Crew members must be properly credentialed.
  - c. Crew members must display the Crew Band on their arm.
2. During practice & qualifying - When the Pilot climbs into the aircraft, 3 crew members must return to behind the K-Rail.
  - a. This leaves the Crew Chief and the crew member with the fire bottle.
    - i. The fire bottle must be properly certified.
3. During heat & medal races - When the 15 notice is given, 3 crew members must return to behind the K-Rail.
  - a. This leaves the Crew Chief and the crew member with the fire bottle.
    - i. The fire bottle must be properly certified.
4. When the engine starts and is running the crew member with the fire bottle must return to behind the K-Rail.
5. After the race plane taxis out the Crew Chief must leave the ramp.

### **Recovering Aircraft**

1. All crew members will remain behind the “No Prop Turn Line” until their aircraft has shut down.
2. No more than 5 crew members may recover the Aircraft.

### **No diving on the start**

After release, aircraft may not “dive” toward home pylon, but should maintain a consistent, steady line of descent from the point at which the Pace Plane Pilot releases the aircraft and Home pylon.

### **Passing rule on the initial lap (to be revised for Roswell as necessary)**

After release by the Pace Plane Pilot, each plane should maintain its “lane” through pylon 3. They may move ahead of the adjacent aircraft but not complete the pass, if able, until after pylon 3. This rule shall not inhibit slower aircraft from moving in toward the course behind faster aircraft ahead.

### **Voluntary “Bump Back” Option**

See page 14

### **Did Not Finish (DNF) and Did Not Start (DNS)**

Racers that Did Not Finish (DNF) or Did Not Start (DNS) 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 in alternate status will be placed last in **Classic**.

### **Manipulating Speed (Sandbagging)**

Defined as, “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 the 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 or reductions of speed and any other intentional acts to inappropriately gain or maintain a personally advantageous position.

All aircraft qualified to race in heat races or finals shall not post average race speeds that exceed +5% of their qualifying speed. If such speed is exceeded a 10 sec penalty will be incurred and added to the average race time.

The T-6 Racing Association Board of Directors will act on all observed incidences of sandbagging.

## **“CLASSIC” AIRCRAFT RACING**

For the 2017 NCAR event the T-6 Board has approved a series of Technical Specification *exceptions* to permit a greater number of essentially stock T-6 Class aircraft to qualify to race at **NCAR-R**. Philosophically both the pilot and the aircraft need to meet all of the specifications outlined in the most recent T-6 Class Policy & Procedures (March 14, 2017) and also the Class Technical Specifications (March 14, 2017) with the exception of those noted starting on page 19 of the Technical Specifications. These exceptions relieve the pilot / owner of the aircraft from undertaking any number of modifications generally utilized by T-6 racing aircraft and are in the form of items which may not or must not be modified.

~~If less than 6 qualifying “Classic” aircraft are qualified those aircraft will be lined up by qualifying speed as is traditionally done for all racers. If, hopefully over time, 6 or more aircraft are qualified as “Classic”, a separate set of “Classic” races will be held.~~

## **T-6 ELIMINATION SERIES ( “DRAG RACING” )**

### **Concept**

- The T-6 Class, in conjunction with RARA and the FAA, has initiated a safe and entertaining series of “two-plane, one-lap elimination races.” The winner of each 2-ship race would advance to the following round until one Racer was determined to be the overall winner (See attached charts, Options A or B). These races will operate within the existing RARA / T-6 rules, procedures and training. These rules and training materials are based on the experience gained during the initial 2015 tests conducted in the June 2015 and 2016 PRS programs and the races completed during September 2015 and 2016.

### **Operating Assumptions**

- Participation is voluntary and will be approved once the pilot completes the prescribed training.
- Only experienced, certified racers (i.e., “No Rookies Rule”) may participate.
- We envision this series working with 8 participants (Option A), which would enable a series of seven 2-plane races to be scheduled over the four days of racing.
- If less than 8 racers are available, this series can also work with 4 participants (Option B), which would enable three 2-plane races
- Each one-lap race would end at Home pylon, with normal pull-up and landing procedures observed.
- Provisions exist for the addition of an Alternate Pilot, if either 9 (nine) or 5 (five) participants are qualified and volunteer.

### **Training**

All participating pilots in the actual T-6 Elimination Series Races must meet the following requirements:

1. Be a certified and experienced pilot (i.e., “No Rookies Rule”) who is cleared for racing in the relevant year.
2. Fly an aircraft which has met the T-6 Class inspection requirements.
3. Participate in a ground briefing covering the relevant rules and training material given by the Lead PRS Instructor or through PRS participation in the relevant training module.
4. Demonstrate successful completion of at least one practice lap to the satisfaction of the Lead PRS Instructor and the T-6 Class President.
5. Once qualified, a pilot’s qualification follows the same rules as RARA’s for maintaining currency in the Elimination Series Races.

## Rules

- Selection and Race Order: The accepted, qualified racers in any given year will each draw a number from a hat indicating their race position for the Series.
- Start: Two aircraft would be staged on alternate sides of the approach end of **Runway 35 heading northbound** for a section takeoff. The slower aircraft (based on qualifying speeds) will be given the pole position. A starter flagman (out of harm's way) would visually signal "spool up" and then release the Racers who would perform a section takeoff and maintain their respective sides of the runway. During the takeoff, the aircraft on the outside shall not move forward of the pole aircraft until both aircraft are safely airborne. The flagman's signal may be augmented by a "pyrotechnic signal" (simultaneously coordinated by direct radio contact) located on the **east side of Runway 17/35** and across from the stands to enhance the spectator's involvement (pending annual continued approval from the Fire Department and RARA).

The next pairing of T-6's may launch once the prior pairing passes the Home Pylon, on the checkered flag lap.

- Race: The race would officially start when passing the Home pylon and terminate after one lap at the Home pylon. Standard T-6 Class rules and procedures would apply, unless a deviation is approved under this section.
- Passing: All current T-6 passing rules would remain in effect (e.g., no completed passes until past pylon #3). In other words, each racer would maintain their line from lift off through pylon 3; while one racer might be able to pull ahead of the other, they would not be able to complete the pass until past pylon 3.
- Recovery: The standard T-6 **Runway 35** recovery profile is planned, but this profile could be modified and expedited, if necessary, because only 2 aircraft are involved. Other possibilities include proceeding to the T-6 Holding Area or Cool Down to facilitate a "delayed recovery" in coordination with Race Control.

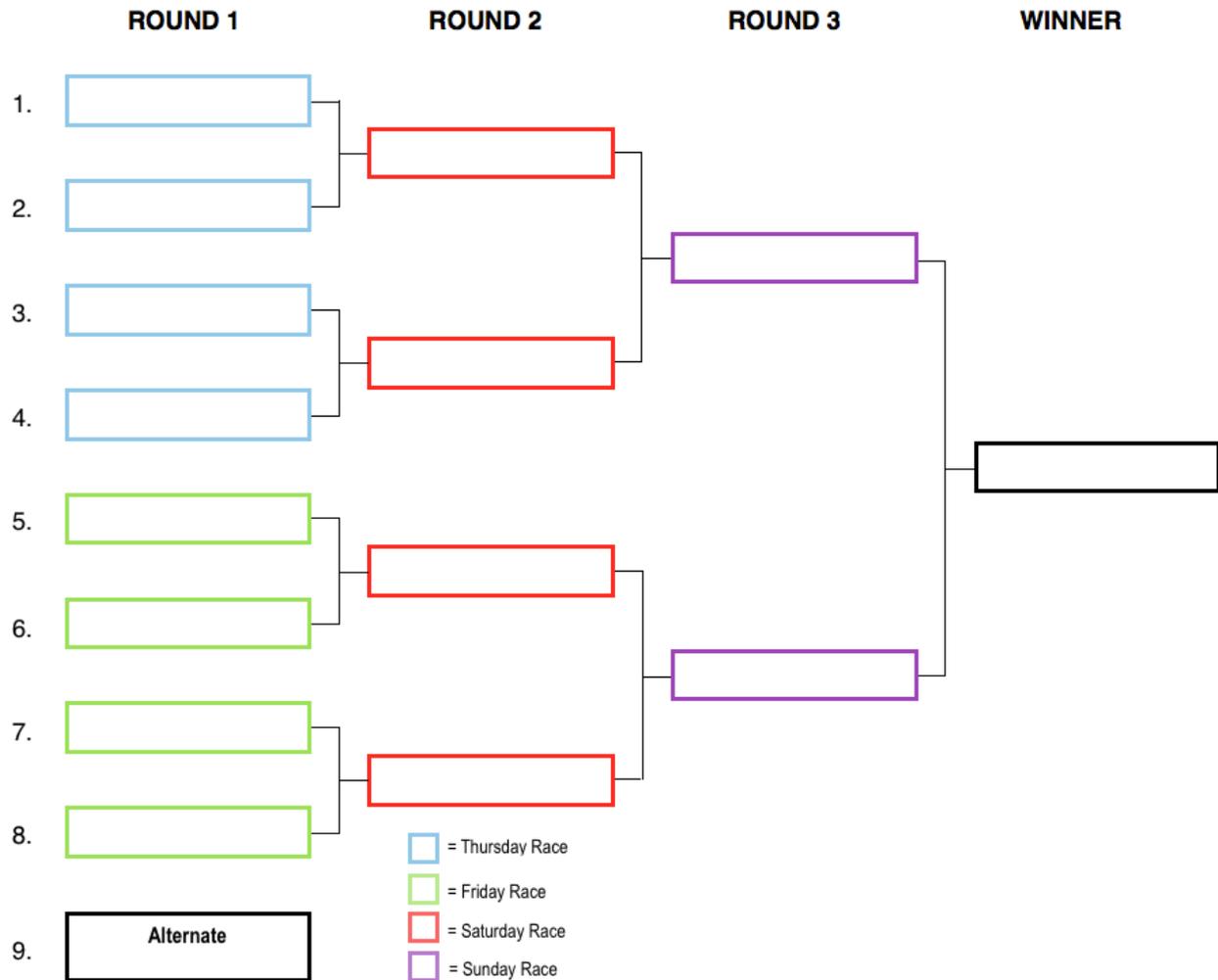
**NOTE - both the passing and recovery sections need to be reviewed and revised consistent with Roswell airport operations.**

**Additional Issues / Clarifications:**

- Given the course layout, the T-6 Elimination Series Races will only operate when wind conditions favor **Runway 35**.
- There are a variety of scheduling options which have been discussed with RARA and the Air Boss, but to provide some flexibility for unfavorable wind conditions during the race week, the current plan is 2 morning races each day starting on Thursday with the final race on Sunday (allowing for one non-race day due to weather).
- Scheduling will be de-conflicted to the extent possible for the Elimination Series Racers and their relevant T-6 Heat and Medal races and their required briefings / debriefings.

# OPTION A

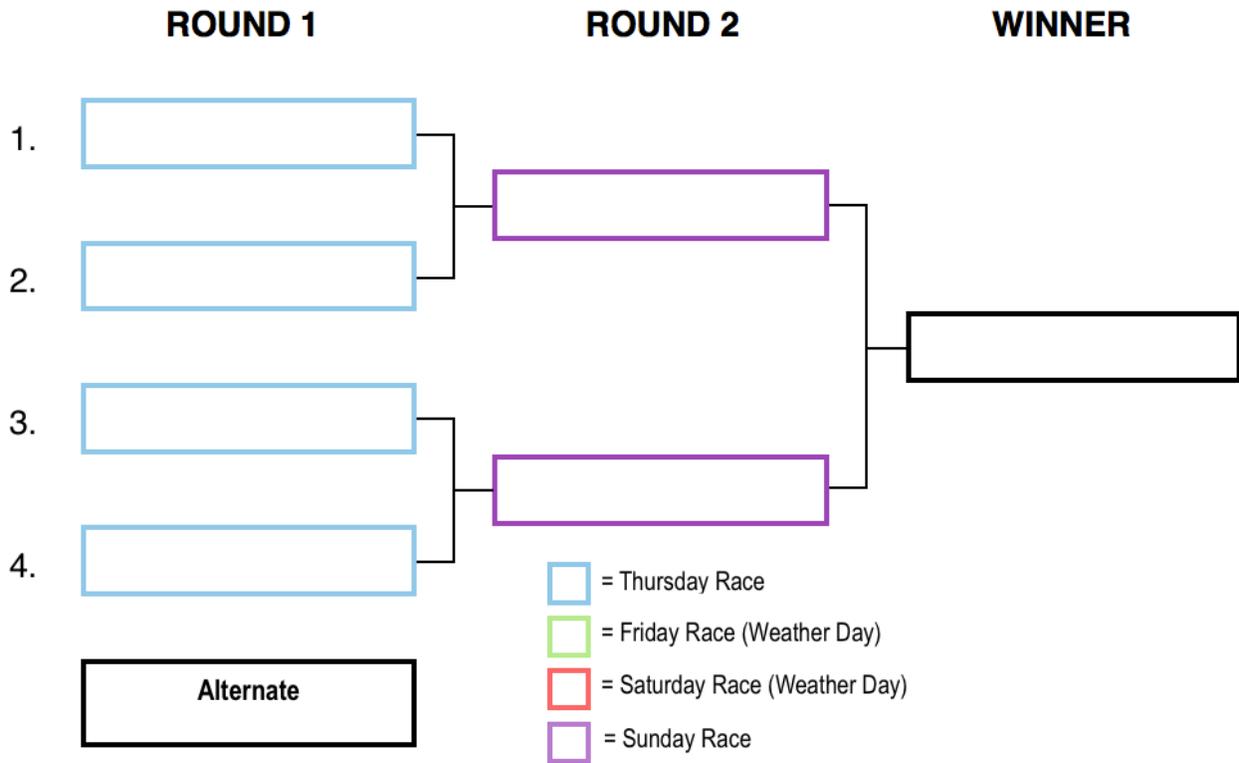
## T-6 Elimination Series Racing Brackets 8 plane format



**Total of 7 Races**

# OPTION B

## T-6 Elimination Series Racing Brackets 4 plane format



**Total of 3 Races**

## **INFRACTIONS**

### **Major Infraction:**

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 the T-6 Technical Specifications that is used to improve performance and speed.
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.
3. Passing or flying unsafely including passing another aircraft where the passing aircraft cannot see at all times the head of the passed aircraft. 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.

### **Penalties for a Major Infraction:**

1. Aircraft in violation of a major infraction will be disqualified.
2. 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.

### **Minor Infraction:**

1. Any violation of the T-6 Racing Association's Policies and Procedures and/or Technical Specifications, 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.

## DEFINITIONS

### As related to these Policies and Procedures

- Board of Directors** Consists of six T-6 Racing Association, Inc. members (all of whom are in good standing) elected by the voting membership of the T-6 Racing Association, Inc. for a three-year term. The elections are held during the Annual Membership Meeting during the **Reno National Championship Air Races at Roswell.**
- Classic Aircraft** An aircraft which qualifies for racing under the Technical Specifications section for Classic Aircraft.
- DNF (Did Not Finish)** Defined as not completing all scheduled laps in a scheduled event.
- DNS (Did Not Start)** Defined as not passing Home Pylon at the start entering the course.
- Filler Aircraft** Any qualified aircraft which races outside its normal position to fill in a vacancy in another race.
- NCAR-R** **National Championship Air Races at Roswell.**
- TIC** Technical Inspection Committee appointed by the Board of Directors for a specific race and report to the T-6 Racing Association, Inc. President.
- Voting Member** All current dues-paying members holding a race number, (owner or pilot holding a race number) in accordance with the T-6 Racing Association, Inc. By-Laws. One race number equals one vote. No proxy voting allowed per the By-Laws.