



AIR RACE CLASSIC, INC.
2019 RACE
RULES & PROCEDURES

Table of Contents

1	Team—Requirements & Responsibilities.....	1
1.1	General Requirements—All Entries.....	1
1.2	General Requirements—Non-Competition Class	2
1.3	Racer and Team Registration.....	3
1.4	Pilot Requirements.....	4
1.5	Racer Requirements	5
2	Airplane Requirements, Numbers, Insurance & Handicaps	5
2.1	Requirements for All Airplanes.....	5
2.2	Requirements for Competition Class Airplanes.....	6
2.3	Airplane Registration	7
2.4	Race Numbers	7
2.5	Insurance.....	8
2.6	Handicaps	8
3	Credentials, Check-Ins, Inspections & Impound	9
3.1	Racers at the Start	9
3.2	Airplanes at the Start.....	10
3.3	Racers at the Terminus.....	11
3.4	Airplanes at the Terminus	11
4	Flying the Race.....	12
4.1	Start Takeoff.....	12
4.2	Flight Planning	12
4.3	Flying a Timing Line	13
4.4	Emergencies.....	14
4.5	Stop Procedures	14
4.6	Maintenance	15
4.7	Withdrawal After Start Takeoff.....	16
4.8	Start or Terminus Extensions	16
5	Scoring, Reports & Prizes	16
5.1	Scoring	16
5.2	Reports.....	17
5.3	Competition Class Prizes	17
5.4	Non-Competition Class Prizes	18
6	Judging the Race	18
6.1	Judges.....	18
6.2	Fines, Penalties and Disqualification.....	19
6.3	Protests	19
6.4	Requests for Investigation	20
	2019 Substantive Changes.....	21
	ARC Terminology (U-01).....	22

Air Race Classic 2019 Race Rules and Procedures

Mission Statement

To encourage and educate women pilots, to increase public awareness of general aviation, to demonstrate women's roles in aviation, and to preserve and promote the tradition of pioneering women in aviation, Air Race Classic, Inc. sponsors an annual all-women, amateur, cross-country race for pilots who qualify under these Air Race Classic Rules and Procedures.

The Race

The Air Race Classic is a VFR race flown during ARC official daylight hours. The Race Event extends from the day before the Arrival Deadline to the conclusion of the Awards Banquet. Racers must arrive a few days before the Start, as noted in the Race schedule of events, for airplane inspections and pilot briefings. The actual air race is four days, from Takeoff at the Start to landing at the Terminus.

Airplanes must meet ARC requirements and may enter in the Competition or the Non-Competition Class. Competition Class is limited to normally-aspirated, piston-powered airplanes. Non-Competition Class includes airplanes not qualified for Competition Class and Teams not racing but entering for education and experience.

The Rules and Procedures

These Rules and Procedures (Rules), including the fines and penalties, are designed to promote safety, fairness, an equal chance to compete, and good sportsmanship. Some penalties are specified in these Rules while others are at the Judges' discretion. Mandatory disqualifications are listed in section 6.2.3.

Any questions about these Rules may be emailed to governance@airraceclassic.org before the race or discussed with non-racing Directors during the Race Event.

Directors expect Racers to respect ARC's Mission Statement by exhibiting good sportsmanship, professionalism, and exemplary behavior. Further, Directors expect Racers to be familiar with and abide by these Rules, exercise good judgment, and be diligent at all times.

Documents

These Rules supersede previous Rules and remain in effect until revised, in writing, by the Board of Directors. ARC Handicap Requirements (H-01) and ARC Terminology (U-01) documents contain procedures, rules, and definitions, and are addenda to the Rules. The use of the ARC logo is restricted and must be approved by the ARC President. Racer lists are provided for race purposes only and may not be used for electronic or paper communication beyond the scope of the race. ARC may take legal action against anyone using these lists for personal or business promotions.

1 Team—Requirements & Responsibilities

1.1 General Requirements—All Entries

- 1.1.1 Women pilots who qualify under these Rules are eligible to race as a Team. A Team must have a pilot and a copilot and may include additional crew members (teammates). The

pilot, copilot and teammates are collectively referred to as a Team, and Team members are referred to as Racers.

1.1.2 The pilot and copilot must have the following:

(a) At registration:

- (1) a private or higher airman certificate;
- (2) a valid medical certificate or BasicMed documents; and
- (3) a current flight review and recent flight experience.

(b) By Credentials Open:

- (1) a minimum 100 pilot-in-command (PIC) flight hours logged in an airplane, and
- (2) completed the required online ARC safety courses or other ARC-approved safety training after Entry Opening. (The courses are listed on the ARC web site. Contact safety@airraceclassic.org with questions.)

1.1.3 Any Racer acting as PIC during the race must have the required ratings (i.e., single-engine land or sea, multiengine land or sea) and endorsements (i.e., tailwheel, complex, high performance) for the race airplane.

1.1.4 The Racer acting as PIC must have the necessary ratings and endorsements for the race airplane.

1.1.5 Either the pilot or copilot must have the following by Credentials Open:

- (a) a minimum 500 PIC hours logged in an airplane, or
- (b) an instrument rating, with current instrument experience or instrument proficiency check.

1.1.6 A teammate must have by Credentials Open a student pilot certificate or higher with a minimum 5 hours logged in an airplane. If a teammate will act as pilot or copilot during the race, she must follow the pilot or copilot requirements of this section.

1.1.7 Women from outside the United States may compete with valid pilot certificates from their home countries. If they fly U.S.-registered airplanes, they must meet the applicable U.S. requirements.

1.1.8 A collegiate Racer must be affiliated with the university she represents, as a student, staff member, faculty, or instructor. When registering for the race, the pilot must be enrolled as an undergraduate student at the university and provide appropriate documentation.

1.1.9 Each Racer must be familiar with and follow these Rules, including the ARC Handicap Requirements (H-01) and ARC Terminology (U-01) documents.

1.2 General Requirements—Non-Competition Class

A Team may enter the Non-Competition Class for a fun, self-paced cross-country experience, or to fly an airplane that does not qualify in Competition Class.

- 1.2.1 The pilot, copilot and teammate must meet the requirements in section 1.1. If the copilot or teammate will not act as PIC, she must have a sport pilot or higher certificate, but need not have a valid medical certificate.
- 1.2.2 A Team must follow all Rules and pay applicable fees.
- 1.2.3 The airplane must meet the requirements in section 2.1 and the requirements for entry, inspections, and Impound. The airplane may have a turbocharged or supercharged piston engine.
- 1.2.4 A Team is not eligible for Competition Class prizes.
- 1.2.5 A Team must complete the first leg before ARC Sunset on the first day.

1.3 **Racer and Team Registration**

- 1.3.1 Racers must complete and submit the following online registration forms and information by the published Racer Registration Closing:
 - (a) **Racer Registration**, including copies of her required pilot certificate, medical certificate or BasicMed documents, and government-issued photo identification; and
 - (b) **Team Registration**, including the entry fee; Start and Terminus fees; and photos: one with the pilot on the left of the photo and the copilot on the right; and a separate one for the teammates.
- 1.3.2 Only Racers who have registered by Racer Registration Closing will be allowed to participate on a Team.
- 1.3.3 Team changes must be made using the online registration forms and by submitting documents described online. The Racer and Airplane divisions may approve a change made after Racer Registration Closing and before the published Handicap Flight Deadline, but the Team will be charged a \$200 change fee. No Team change, including a substitution, addition, or withdrawal, is allowed after the Handicap Flight Deadline. If a Team changes its members after Start Takeoff, they will be disqualified (section 6.2.3).
- 1.3.4 Registrations are not accepted until the Team qualifies under section 1.1, completes online registration, and submits the required photos and fees.
- 1.3.5 The entry fee is not refunded, except as follows:
 - (a) If the registration is rejected or withdrawn before it is completed, the full fee will be refunded.
 - (b) If a Racer or Team withdraws after registration is complete and before Start Takeoff, \$100 of the entry fee will be applied to a race entry credit for each Team member who withdraws. The credit must be used within five years.
 - (c) If the race is canceled, \$100 per person of the entry fee will be returned to the applicant.

1.3.6 Start and Terminus fees are refunded as follows:

- (a) If a Racer or Team withdraws before Racer Registration Closing, their fees will be fully refunded.
- (b) If a Racer or Team withdraws after Racer Registration Closing and before June 1, their fees will be refunded minus a \$70-per-Racer processing fee.
- (c) If on or after June 1, fees will not be refunded.

1.3.7 ARC reserves the right to refuse an applicant's entry or participation in the race for any reason.

1.4 Pilot Responsibilities

The pilot must meet the following requirements:

- 1.4.1 Ensure that her airplane complies with section 2 and meets FAA requirements for the race route being flown.
- 1.4.2 Carry on board during the race the appropriate certificates, papers, and logbooks for the airplane, as required by the Rules, the FAA, and other regulatory entities. Logbooks must include complete entries for the 25-month period ending on Credentials Close. If the airplane manufacture date is less than 25 months, complete logbooks must be carried. Copies of airplane documents and logbooks are acceptable if they include all required information, are legible, and are in printed or electronic format. If in electronic format, the pilot must carry a copy on a thumb drive using PDF or JPG formats.
- 1.4.3 Carry current (paper or electronic) charts for the entire race route during the race.
- 1.4.4 Ensure that her Team has all required certificates and logbooks (paper or electronic) in their possession during the Race Event.
- 1.4.5 Carry and use, as briefed, all ARC-required timing and tracking devices.
- 1.4.6 Pay all fees, including lodging, fuel, airplane, and personal expenses when due.
- 1.4.7 Carry tie-down equipment, suitable for securing the aircraft in all terrain and weather conditions, throughout the Race Event, and secure the airplane at each Stop.
- 1.4.8 Carry, at a minimum, survival equipment for:
 - (a) starting a fire;
 - (b) protection from the elements for each Team member;
 - (c) providing or purifying water; and
 - (d) visually signaling distress.
- 1.4.9 Not allow any non-race airplane to fly with or ahead of her airplane during the race to gain a race advantage for her Team.
- 1.4.10 Provide, upon request, additional supporting data or documentation for the airplane or the Team.

- 1.4.11 Communicate, when requested or required, with ARC Officials from registration through the end of the Race Event.

1.5 Racer Responsibilities

Each Racer must meet the following requirements:

- 1.5.1 Ensure that the airplane and the Team comply with laws and regulations governing aviation in the U.S. and, when operating outside the U.S., with applicable local and international laws and regulations.
- 1.5.2 Attend all mandatory functions, unless the President, her designee, or the Judges excuse her.
 - (a) A Racer who is absent when roll call starts will be fined \$50, unless excused.
 - (b) A Racer who is more than ten minutes late or does not attend a mandatory function, without being excused, will be fined or assessed a race penalty. If before Start Takeoff, the Judges may require the Team to withdraw. A Racer must review the missed material.
 - (c) If a Racer misses or is late to the Awards Banquet without being excused, her Team will not receive any prizes, plaques, certificates, or awards.
 - (d) Only current-year Racers, Race Officials, presenters, and others whom Race Officials allow may attend mandatory briefings.
- 1.5.3 Complete and sign the release of liability (C-02) form, waiving all rights to make a claim against or sue ARC, Race Officials, or any person connected with the race.
- 1.5.4 Not disrupt or interfere with a Judge, Timer, or other Race Official.
- 1.5.5 Not be confrontational or unsportsmanlike.
- 1.5.6 Notify ARC if unable to fly the race, as follows:
 - (a) if more than one week before Arrival Deadline, notify Entry Administration; or
 - (b) if within one week of Arrival Deadline, notify Race Central.
- 1.5.7 Wear clothing during the Race Event that shows good taste and fits the occasion. The dress code for the Start and Terminus banquets is cocktail attire or business casual. Jeans, shorts, cargo pants, capris, t-shirts, and tennis shoes are not allowed at the banquets. A Racer who violates the dress code will be fined a minimum of \$50.
- 1.5.8 Wear the ARC name badge, in a visible manner, at all race stops and functions.

2 Airplane Requirements, Numbers, Insurance & Handicaps

2.1 Requirements for All Airplanes

An airplane, in either Competition or Non-Competition Class, must meet the following requirements:

- 2.1.1 It is listed by make and model in the FAA airworthiness specifications or type certificate data sheets.
- 2.1.2 It is manufactured under an FAA type certificate in compliance with the Civil Air Regulations (CAR) Part 3, FAR Part 23, or both, if applicable, or an FAA-accepted Compliance Statement, and meets all manufacturer type design specifications.
- 2.1.3 It has a current FAA Airworthiness Certificate and meets required FARs.
- 2.1.4 It has an operating rotating beacon or strobe, an FAA-approved ELT, a transponder, and at least one Nav/Com radio or the equivalent.
- 2.1.5 Its components and equipment modifications and alterations meet FAA requirements; or, if the registry country is not the U.S., meet the governing aviation authority's requirements.
- 2.1.6 It has a pilot operating handbook, Airplane Flight Manual, or equivalent.
- 2.1.7 Its annual, condition, or progressive inspections are current and conducted under either FAR Part 91 or Part 43, or the manufacturer's maintenance manual and published material.
- 2.1.8 Its logbooks have appropriate entries for all maintenance, required inspections, and evidence of compliance with applicable AD and Safety Directives, whether or not they require maintenance action.
- 2.1.9 It has all airframe, engine, propeller, and avionics logbooks, supplemental type certificates, FAA repair and alteration forms 337, or manufacturer's Letters of Authorization.
- 2.1.10 It has all certificates, books, placards, papers, and installed equipment manuals required to be carried for airworthiness.
- 2.1.11 It has no external or temporary fuel tanks.
- 2.1.12 Its airfoil surfaces do not have any applications other than paint. The paint scheme does not obscure the registration numbers and complies with the Type Certificate's requirements or manufacturer's maintenance manual and published material.
- 2.1.13 If the race route goes outside the U.S., it meets ARC requirements, as well as requirements for any country on the route and carries the appropriate documents during the Race Event.
- 2.1.14 ARC reserves the right to reject any airplane.
- 2.1.15 The Directors may allow Teams to participate in the Race Event whose airplane conforms to FAA requirements but does not meet these Rules. The purpose may be to provide race support, explore technology and procedures, or assist with the race and future planning. These "test" Teams will be identified, may be subject to special rules and conditions the Directors define, and are not eligible for Competition Class.

2.2 Requirements for Competition Class Airplanes

In addition to the requirements in section 2.1, an airplane in Competition Class must meet the following requirements:

- 2.2.1 It is a production year airplane certified in the normal or utility category, with one or two non-turbocharged and non-supercharged piston engines between 100 and 600 horsepower, rated for continuous operation at maximum engine speed. Eligibility questions should be addressed to airplane@airraceclassic.org.
- 2.2.2 It can continuously operate at full throttle and full propeller speed during handicap flights and when racing. If it cannot sustain full throttle and propeller speed, or if the airplane's manufacturer does not allow flight at maximum power, the Team will not be eligible for Competition Class and must, before Start Takeoff, change to Non-Competition Class or withdraw.
- 2.2.3 Its engine must not be operated with mineral oil during handicap flights or the race.
- 2.2.4 It does not have any component or alteration that the Airplane Entry Committee determines is contrary to the intent and spirit of the race.

2.3 Airplane Registration

- 2.3.1 The complete Airplane Registration form and AD list must be submitted online before Airplane Registration Closing.
- 2.3.2 A Team registering or changing a registration after Airplane Registration Closing will be assessed a race penalty up to 5 mph, unless both Racer and Airplane divisions recommend reducing or eliminating the penalty.
- 2.3.3 The pilot must report an airplane substitution from that shown on the registration form to entryadmin@airraceclassic.org and airplane@airraceclassic.org, as soon as possible, but no later than May 15.

2.4 Race Numbers

- 2.4.1 Race numbers 1 through 10 are assigned in a drawing held for Teams whose registrations are accepted by the drawing deadline and who want to enter the drawing.
- 2.4.2 Race numbers higher than 10 are assigned in the order in which applications are accepted, except as provided in sections 2.4.3 and 2.4.4.
- 2.4.3 A Racer may request a race number from 11 to 99 for that year's race by submitting a request online and paying \$125. The request is considered on a first-come, first-served basis and is not guaranteed. If a reserved number cannot be assigned, the \$125 will be refunded.
- 2.4.4 A Racer may request a special number for a five-year period, together with a \$500 donation to the ARC endowment fund. If the number is available, it will be assigned on a first-come, first-served basis. If the number is unavailable and another number cannot be assigned, the \$500 will be refunded. A reserved number may be renewed before it expires for another five-year period at additional cost by contacting entryadmin@airraceclassic.org.
- 2.4.5 Race numbers must be applied to both sides of the airplane and conform in size, placement, and color as specified in the Race Number Application (K-03a).
- 2.4.6 Race numbers and all advertising must be applied before the airplane is inspected. Sponsor advertising may be applied to the fuselage area and must not interfere with the

race or registration numbers. Any other numbers that are different from the race and registration numbers must be covered. Manufacturer livery and badging numbers are exempt.

- (a) A pilot may request, at least one week before Arrival Deadline, to have the race numbers applied immediately after inspection. If the request is granted, the pilot must show the race numbers and their proposed placement at inspection.

2.5 Insurance

- 2.5.1 Each pilot must have liability insurance coverage for the airplane and a certificate of insurance issued to ARC as specified on the Insurance Form (K-02).
- 2.5.2 The insurance must be in force during the entire Race Event, including any extensions, name ARC as an additional insured, and have a ten-day cancellation clause. If the information and coverage described on form K-02 is included on the insurance company's certificate, the certificate will be acceptable. Each Team member who will act as PIC during the race must be listed as an approved pilot on the certificate.
- 2.5.3 If any of the race route goes outside the U.S., the certificate must show liability coverage for the countries on the race route.
- 2.5.4 The certificate must be uploaded as instructed on the forms.

2.6 Handicaps

- 2.6.1 To race in Competition Class, a Team must be assigned a handicap. A Team will be assigned a handicap after flying an acceptable handicap flight for the current year's race, under the rules described in ARC Handicap Flight Procedures (H-01).
- 2.6.2 A Team must fly an initial handicap flight before the published Handicap Flight Deadline, unless the Scoring and Airplane Division leaders approve a later flight. A \$100 fee may be charged for a late flight.
- 2.6.3 The Handicap Committee will evaluate each handicap flight, look at the quality of the flight data, historical data, and handicaps of comparable aircraft, and may approve the flight data or require re-flights.
 - (a) Handicap re-flights must be completed, and flight data submitted, no later than seven days before the Start Arrival Deadline unless there are extraordinary and unavoidable circumstances and the Handicap Committee grants special permission for later flights.
 - (b) If an acceptable re-flight cannot be flown by the re-flight deadline and special permission is not granted, the Handicap Committee will assign a handicap based on historical or other data, and the Team will be assessed a race penalty up to 15 mph.
- 2.6.4 After a handicap flight is approved, scheduled maintenance — including an annual inspection, progressive inspection, or 100-hour inspection — must not be performed. Oil changes and AD required inspections are allowed.
 - (a) If maintenance or repairs are made after a handicap flight, the Team must notify the Airplane Division within 48 hours after the work starts. Within 48 hours after work is completed, the Team must also submit to airplane@airraceclassic.org copies of

logbook entries, part lists, lists of discrepancies found, corrective actions, applicable conformity statements, and progressive inspection documents. If the Team does not submit the documents on time, without being excused, they will be assessed a minimum 3-mph race penalty for each infraction.

- (b) The Airplane Division and Handicap Committee will evaluate maintenance and repairs performed after a handicap flight and may require a re-flight. If a required re-flight cannot be flown, the Team's handicap may be approved, and a race penalty assessed, or they may not be assigned a handicap. A Team that is not assigned a handicap must change to Non-Competition Class or withdraw.

2.6.5 The Handicap Committee or the Judges may, if time, resources, and conditions permit, require handicap re-flights for any airplane.

- (a) The pilot of an airplane chosen for a handicap re-flight must be available for the flight.

3 Credentials, Check-Ins, Inspections & Impound

3.1 Racers at the Start

3.1.1 A Racer must arrive at the Start by Arrival Deadline and complete Racer and Airplane Credentials check-in before Credentials Close. If a Racer cannot arrive at the Start by the deadline, she must notify Race Central before Arrival Deadline and explain the reason for the delay. The Judges may allow her to check in late and may impose a fine or race penalty for her Team.

3.1.2 At Credentials check-in:

- (a) The pilot and copilot, and any teammate who will act as PIC, must bring the following:

- (1) airman certificate, with the required race airplane and instrument ratings;
- (2) valid medical certificate or BasicMed documents;
- (3) logbooks, or complete copies (paper or electronic), showing the required: PIC flight hours logged, recent flight experience (including instrument experience or proficiency check), flight review, and airplane endorsements;
- (4) current charts (paper or electronic) appropriate for the race route;
- (5) unless submitted earlier, copies of the certificate of completion for the required ARC safety courses or other ARC-approved safety training, dated after the ARC Entry Opening date;
- (6) copies (paper or electronic) of their airplane's airframe, engine, propeller, and avionics logbooks (described in section 1.4.2), Airworthiness Certificate, and registration;
- (7) unless submitted earlier, a copy of the certificate of insurance; and
- (8) other documents listed on the website.

- (b) If the race route goes outside the U.S., each Racer must bring a current passport, as well as other requirements for any country on the route.
- (c) Each teammate must bring the required airman's certificate and other documents listed on the website.
- (d) Each Racer must sign a release of liability (C-02) form.
- (e) The Team must provide any other requested information.
- (f) The ARC key chain, received during check-in, must be attached to the airplane keys and remain attached throughout the Race Event.

3.2 Airplanes at the Start

- 3.2.1 The airplane must be at the Start by Arrival Deadline unless the Judges give permission for late arrival under section 3.1.1.
- 3.2.2 Only the Judges, non-racing Directors, and Inspectors may authorize access to the airplane from Impound until Start Takeoff. The airplane must remain in the designated tie-down location until Start Takeoff, except for inspections, handicap flights, or as the Judges or Inspectors authorize.
- 3.2.3 The airplane must be prepared for inspection as follows:
 - (a) All race preparations, including cleaning, waxing, oil changes, repairs, and maintenance, must be completed before inspection.
 - (b) The airplane's exterior must be in the same condition as it was for its handicap flight.
 - (c) Repairs and adjustments must not be made after the Arrival Deadline, unless authorized by the Inspectors or Judges. All work must be completed before the airplane is inspected.
 - (d) Except for tip tanks, fuel tanks must be topped off before Start Takeoff.
- 3.2.4 Airplane inspections and paperwork reviews are performed as follows:
 - (a) Only Team members and Race Officials may be present during the inspection. The Racer most familiar with the airplane and its records must be present.
 - (b) If the Inspectors find the airplane does not conform to the Rules, a Team member will be notified. The Team must have all remedial work completed and approved by an Inspector before Credentials Close, unless the Judges give an extension. If the work cannot be completed in time, the Team must change to Non-Competition Class or withdraw.
 - (c) The Inspectors may inspect an airplane at any time during the Race Event.
- 3.2.5 The En Route Work Done (K-14) form must be completed and submitted to the Start Chair for any maintenance or repair.

- 3.2.6 The airplane will be in Impound after:
- (a) all remedial work is complete;
 - (b) it has passed inspection; and
 - (c) it is tied down at its designated location.
- 3.2.7 While in Impound, no one may access the airplane, except:
- (a) FBO personnel for fueling or movement;
 - (b) the pilot and Handicap Pilot for a handicap flight; or
 - (c) a Racer accompanied by a Race Official.
- 3.2.8 If necessary, the ground crew may move, but not taxi, the airplane.
- 3.2.9 The airplane is impounded at the owner's risk. ARC assumes no responsibility for fire, theft, windstorm, or any other disaster while the airplane is in Impound.

3.3 Racers at the Terminus

- 3.3.1 Upon arrival, the pilot must remove personal items from the airplane and leave all airplane logbooks and required ARC forms on the pilot seat. If logbooks are in an electronic format, the pilot must attach a thumb drive with the electronic copy to the ARC keychain.
- 3.3.2 Airplane keys on the ARC key chain must be given to a Race Official immediately after landing. Keys are returned to the pilot at the Terminus debriefing or when the airplane is released from Impound.
- 3.3.3 Timing and tracking devices must be returned as directed. If the device is damaged or not returned, the Team must pay replacement and other associated costs.

3.4 Airplanes at the Terminus

- 3.4.1 The airplane is impounded as soon as practical after landing at the Terminus.
- 3.4.2 A Team must not remove their airplane from Impound before it is released.
- 3.4.3 The Inspectors may inspect any airplane.
- (a) Only Team members and Race Officials may be present during the inspection.
 - (b) The Inspectors will advise the Judges immediately if they discover any performance-related change to the airplane since its last handicap flight or Impound at the Start.
 - (c) The Judges may impose penalties, require a new handicap flight, or disqualify the Team, even if the Inspectors clear the airplane.
- 3.4.4 An airplane against which a Protest has been filed must remain impounded until the Judges release it.
- 3.4.5 While in Impound, no one may access the airplane, except:
- (a) FBO personnel for fueling or movement;

- (b) the pilot and Handicap Pilot for a handicap re-flight; or
 - (c) a Racer accompanied by a Race Official.
- 3.4.6 The airplane is impounded at the owner's risk. ARC assumes no responsibility for fire, theft, windstorm, or any other disaster while the airplane is in Impound.

4 Flying the Race

4.1 Start Takeoff

- 4.1.1 Teams take off in race number order.
- 4.1.2 If a Team cannot take off in the assigned departure order, they must wait until all other Teams able to depart have done so.
- 4.1.3 If a Team cannot take off within three hours after the last Team of the original field departs, they must change to Non-Competition Class or withdraw.
- 4.1.4 A Team may not change from Competition Class to Non-Competition Class after taking off at the Start.

4.2 Flight Planning

During the race, a Team must meet the following requirements:

- 4.2.1 Follow takeoff, en route, Flyby, and landing procedures, including those in the FAA Waiver, as published and briefed.
- 4.2.2 Establish two-way radio communication and receive ATC clearance, when required, while operating in Class B, C, or D airspace.
- 4.2.3 Remain clear of prohibited or active restricted areas, or other airspace as briefed (section 6.2.3).
- 4.2.4 Open and close any flight plans they file.
- 4.2.5 Receive a weather briefing for each flight.
- 4.2.6 Operate under VFR. If a Team does not operate under VFR, they will be disqualified (section 6.2.3). Exceptions may include:
 - (a) landing at a Stop under special VFR (section 4.3.3);
 - (b) unavoidable emergency (section 4.4.1);
 - (c) maintenance flight (section 4.6.2);
 - (d) withdrawal (section 4.7.2); or
 - (e) permission from an ARC Official.
- 4.2.7 Not take off, but may taxi, before ARC Sunrise for the Stop (section 6.2.3).

- 4.2.8 Not take off under special VFR, except for maintenance flights under section 4.6.2 (section 6.2.3).
- 4.2.9 Fly legs in the order published and briefed (section 5.2.6).
- 4.2.10 Execute the Flyby at each flyby location, except as provided in section 4.3.3.
- 4.2.11 Execute an arrival Flyby on the same day that the departure Flyby was executed for that leg. If they execute the arrival Flyby on a later day, they will be scored DNF for the leg.
- 4.2.12 Execute an arrival Flyby or receive an arrival time before ARC Sunset for the Stop (section 6.2.3).
- 4.2.13 Land before evening civil twilight (section 6.2.3).
- 4.2.14 Land at each Must Stop (section 6.2.3).
- 4.2.15 Use ARC timing and tracking devices as briefed for all legs. A Team that does not turn on and monitor their operating timing and tracking devices as briefed will be assessed a minimum 1-mph penalty for each leg that data is not recorded.
- 4.2.16 Land only at a Stop, except:
 - (a) for maintenance or repairs under section 4.6.2;
 - (b) for a safety reason while flying a leg, as determined by the Judges;
 - (c) if withdrawing under section 4.7; or
 - (d) with permission from an ARC Official.
- 4.2.17 Notify Race Central as soon as possible, if they land anywhere other than a Stop or timing airport (section 6.2.3).
- 4.2.18 Carry enough fuel to meet the FAR-required reserve for VFR flight (section 6.2.3).

4.3 Flying a Timing Line

- 4.3.1 A Team must be familiar with and follow all Flyby instructions and the FAA Waiver as published and briefed.
- 4.3.2 A Team that executes a Flyby without following the Flyby instructions and the FAA Waiver, will be assessed a penalty, disqualified, or scored DNF.
- 4.3.3 If a Team crosses an arrival timing line: (1) while landing, either VFR or special VFR, at a timing Stop; or (2) at an altitude higher than required for the Flyby, but no higher than needed to maintain VFR, the Scorer will attempt to assign an arrival time. If the Scorer can assign an arrival time, the Judges will assess a minimum 5-mph penalty for the leg. If the Scorer cannot assign a time, or the Team does not cross the timing line, they will be scored DNF.
- 4.3.4 A Team must execute a Flyby in weather greater than the ARC Flyby weather minima of 1,000-foot ceilings and 3 statute miles' visibility (section 6.2.3).

4.3.5 A Team may not re-fly a Flyby, except under sections 4.4.1 (for emergencies) or 4.6.5 (for repairs).

4.3.6 After executing a departure Flyby, a Team's time will continue to run for the leg until they cross the timing line at the arrival Flyby, unless they:

(a) are able to re-start their time under sections 4.4.1 (for emergencies) or 4.6.5 (for repairs); or

(b) withdraw under section 4.7.

If they do not cross the timing line at the arrival Flyby, do not withdraw, or are unable to re-start their time, they will be scored DNF for the leg (section 5.2.5).

4.3.7 A Team must follow ATC instructions, even if they differ from ARC Flyby instructions.

4.4 Emergencies

4.4.1 If a Team returns to a departure airport after executing its departure Flyby because of an emergency, they must give the reason for returning, in writing, to Race Central and the Stop Chair. The Team may then re-fly the departure Flyby without waiting for a ruling from the Judges. The Judges will determine if an unavoidable emergency existed. If the Judges agree, the second departure Flyby time will be used. If they do not agree, the first departure Flyby time will be used. The Team may be assessed a penalty based on the reason for returning.

4.4.2 If a Team cannot establish two-way radio communication with a Stop ATC facility in Class B, C, or D airspace, they must not execute a Flyby. However, the Team may receive a time for the Flyby under section 4.3.3.

4.4.3 If a Team's radio fails, they must follow the Flyby Instructions (K-07b) for "In Event of Radio Failure" for that airport. Before continuing the race, the Team must land and complete repairs under section 4.6.

4.4.4 If a Team has an accident or mishap, they must notify Race Central immediately and refer all media questions to ARC. ARC will handle all communications with the media.

4.4.5 If there is an emergency at a Stop, Teams inbound to the timing line or the traffic area must give way to the airplane with the emergency.

4.4.6 If there is an emergency en route that requires maintenance, the Team must notify Race Central and follow the maintenance procedures in section 4.6.

4.5 Stop Procedures

4.5.1 The Stop Chair is the primary contact for Racers and Race Officials at each Stop.

4.5.2 After landing, a Team wanting to refuel must submit a completed Fuel Slip (K-13), which establishes the order for fueling their airplane.

(a) A Team that does not want a quick turnaround should give way to those who do. If a Team misses their turn, they must go to the end of the line.

- (b) A Team that fuels their airplane out of order, without permission of those ahead, will be assessed a minimum 2-mph penalty for the next leg.
 - (c) A Team that fuels anywhere other than at a Stop may be assessed a penalty or disqualified.
- 4.5.3 A remain overnight sheet, the RON Sign-in Sheet (R-09), is posted at each Stop and establishes the taxi and takeoff order for the following day.
 - (a) A Team that plans to spend the night at a Stop must sign the RON sheet after landing.
 - (b) If a Team signs the RON sheet and then decides to continue, they must remove their name from the sheet before continuing to the next Stop. If they do not remove their name, they will be assessed a 5-mph penalty for the next leg.
 - (c) If a Team decides to remain for an additional night, they must sign the next day's RON sheet.
 - (d) The RON-sheet order applies only to those Teams ready for taxi and takeoff at ARC Sunrise or when the field first becomes VFR.
 - (e) A Team that takes off out of order will be assessed a minimum 2-mph penalty for the next leg.
- 4.5.4 A Team must remain overnight at a Stop, unless the Judges give permission under section 4.6.2(b) (section 6.2.3).

4.6 Maintenance

- 4.6.1 Before any maintenance or repairs are performed, a Team must notify Race Central and the Stop Chair.
- 4.6.2 Before maintenance or repairs begin at a facility other than a Stop, a Team must have permission from the Judges to relocate the airplane (section 4.2.16).
 - (a) The Team need not operate under VFR while flying to or from the repair facility.
 - (b) If a Team cannot return to the departure Stop before evening civil twilight, they must receive permission from the Judges to remain overnight at the off-race airport. If they remain overnight without permission, they will be disqualified (see 6.2.3).
- 4.6.3 After completing repairs or maintenance, the mechanic must complete and sign the K-14 form and make the appropriate logbook entries.
- 4.6.4 The pilot must keep the original completed K-14 with the airplane logbooks, submit a copy to the Stop Chair and Race Central, and pay the related expenses before departing.
- 4.6.5 If a Team does not finish a leg because of necessary repairs, they may, after repairs are complete, re-fly the departure Flyby to re-start their time for that leg.
- 4.6.6 A Racer must not perform any maintenance or repair on her or any other airplane during the Race Event.

4.7 Withdrawal After Start Takeoff

- 4.7.1 A Team may withdraw from the race before completing the last leg by notifying Race Central immediately after deciding to withdraw. Until the Team notifies Race Central, they will not be considered withdrawn.
- 4.7.2 If a Team decides to withdraw while flying a leg, they may:
 - (a) return to the departure airport;
 - (b) land at a non-race airport if necessary; or
 - (c) continue to the arrival airport.
 - (1) If they continue, they must not execute the arrival Flyby and must announce their intentions to the Timers at least two miles out. If they execute the Flyby or do not announce their intentions, they cannot withdraw for that leg. After landing, they must immediately notify Race Central.
- 4.7.3 A Team may land at Stops after withdrawing, but they must not execute any further Flybys. A withdrawn Team may attend Terminus events, including briefings and the Awards Banquet.
- 4.7.4 A Team will not be penalized after withdrawing. However, if a Team violates any rule after withdrawing, they may not be eligible to enter future races.
- 4.7.5 Penalties, including disqualification, for violations occurring before a Team withdraws will stand.

4.8 Start or Terminus Extensions

- 4.8.1 If Start Takeoff is delayed for four hours or more, ARC Officials will extend the Finish Deadline to ARC Sunset published on the Terminus Flyby Instructions.
- 4.8.2 If ARC Officials determine that more than 60% of the airplanes cannot cross the finish line by the Finish Deadline, they may:
 - (a) extend the Finish Deadline to ARC Sunset published on the Terminus Flyby Instructions,
 - (b) terminate the race at the furthest Stop where 60% of the Teams can finish, or
 - (c) revise the route.
- 4.8.3 Stop Chairs will notify Teams of a deadline extension and create a list for them to sign to confirm that they received the information.

5 Scoring, Reports & Prizes

5.1 Scoring

- 5.1.1 The Directors appoint the Scorer for a year's race. The Scorer is not a Director, Assistant Director, or Racer for that year.

- 5.1.2 The Scorer calculates the results and prepares ARC reports. The Scorer calculates scores by subtracting penalties and the airplane's handicap from its ground speed. Scores are in statute miles per hour (mph).
- 5.1.3 Flight data should be submitted to the Scorer within three hours after the Finish Deadline. Data submitted later may not be considered for scoring.
- 5.1.4 If a Team wants to discuss their times with the Scorer, they may contact the Scorer during Score Sheet Signing.
- 5.1.5 If a Team accepts the Scorer's times, they may sign their score sheet, waiving their right to protest their times, and do not need to meet with the Scorer.

5.2 Reports

- 5.2.1 ARC reports include race results, leg reports, individual Team reports, and prize reports. Reports intended to be public are posted on the ARC web site. The Scorer may create other reports for internal purposes.
- 5.2.2 Teams registered for the race are listed on reports.
- 5.2.3 A Competition Team is listed on reports, with scores and numeric places, for the whole race and for legs finished, unless disqualified.
- 5.2.4 A Team that starts the race but does not finish all legs will be scored DNF for the race, unless disqualified. A Team that does not start the race will be scored DNS for the race.
- 5.2.5 A Team that does not finish a leg will be scored DNF for that leg and DNS for subsequent legs.
- 5.2.6 A Team that flies a leg out of order will be scored DNF for that leg and DNS for all subsequently flown legs.
- 5.2.7 A Team registered as Non-Competition is listed as Non-Competition or NC. Their times appear on reports, but not handicaps, scores, penalties, or places.
- 5.2.8 A disqualified Team is listed as Disqualified or DQ. Their times appear on individual Team reports, but not on race result reports. Scores and places are not shown for a disqualified Team.
- 5.2.9 Penalties are listed on reports.
- 5.2.10 Preliminary individual Team reports may be emailed to Teams during the race.
- 5.2.11 Race result reports are published after the Awards Banquet. The Scorer may correct results and reports with the Directors' approval.

5.3 Competition Class Prizes

- 5.3.1 The top ten finishing Teams receive cash prizes and ARC Top Ten medallions. They are not eligible for leg prizes.

- 5.3.2 Leg and cash prizes are awarded to the Teams that:
- (a) complete at least one leg of the race;
 - (b) are not disqualified;
 - (c) have not withdrawn; and
 - (d) do not place in the Top Ten.
- 5.3.3 If two or more Teams tie, they will tie for the higher place and share equally the prizes for that tied place and the next lower places. Teams finishing below the tied Teams will place in their numerical order. For example, if three Teams tie for first, they will all be in first place, with the next Team placing fourth.
- 5.3.4 The SOS Claude Glasson Award is given to the Team with the lowest score without penalties.
- 5.3.5 A Team that participates in the race is given a participation certificate at the Awards Banquet.
- 5.3.6 A Team that finishes at least one leg of the race is given a plaque and may purchase an ARC pin.
- 5.3.7 The Directors may award other prizes.
- 5.3.8 A Team is not eligible for awards or prizes if they are disqualified, or if a Team member does not attend the Awards Banquet without being excused.

5.4 Non-Competition Class Prizes

- 5.4.1 A Team that participates in the race is given a participation certificate.
- 5.4.2 A Team that finishes at least one leg of the race is given a plaque and may purchase an ARC pin.
- 5.4.3 The Directors may award other prizes.
- 5.4.4 A Team is not eligible for Competition Class prizes.

6 Judging the Race

6.1 Judges

- 6.1.1 The Directors appoint the Judges for each year's race. A Judge may not be a Racer that year.
- 6.1.2 During handicapping and the Race Event, the Judges:
- (a) interpret and apply the Rules;
 - (b) review, assess and investigate reports, Protests, Requests for Investigation, and other evidence;
 - (c) decide on rule violations;

- (d) impose fines and penalties; and
 - (e) disqualify Teams.
- 6.1.3 Teams may meet with the Judges at the Terminus to discuss possible penalties or disqualifications.
- 6.1.4 Judges may consult with Racers, Race Officials, or others before making a decision.
- 6.1.5 Judges' decisions are final.

6.2 Fines, Penalties and Disqualification

- 6.2.1 Fines are payable in U.S. dollars to the ARC Treasurer. A Team must pay their fines before meeting with the Judges at the Terminus. If a Team does not pay their fines, they will forfeit their prizes and awards and, until paid, will not be eligible to participate in future races.
- 6.2.2 Penalties are in statute miles per hour (mph), expressed as whole numbers, and are either for a leg or for the race. A leg penalty is applied to an individual leg and a race penalty is applied to all legs flown.
- 6.2.3 The Judges will disqualify a Team for any of the following rule violations, which are not exclusive:
- (a) Changing Team members after Start Takeoff.
 - (b) Exhausting all fuel while flying a leg.
 - (c) Taking off from a Stop before ARC Sunrise for that Stop as designated on the K-07.
 - (d) Taking off under special VFR, except when relocating the airplane for maintenance under section 4.6.2.
 - (e) Receiving an arrival time that is after ARC Sunset for the Flyby location.
 - (f) Landing after evening civil twilight for that airport.
 - (g) Failing to notify Race Central after landing at an off-race airport.
 - (h) Not landing at a Must Stop.
 - (i) Executing a Flyby in weather less than the ARC Flyby weather minima.
 - (j) Failing to operate under VFR during the race, except as described in these Rules.
 - (k) Failing to remain overnight at a Stop without permission.
 - (l) Flying in prohibited or active restricted areas, or in other areas as briefed.
 - (m) Flying in a reckless or unsafe manner.

6.3 Protests

- 6.3.1 A pilot may file a protest for a possible Rule violation by completing a Protest or Request for Investigation Form (K-15) and paying a \$100 fee. The form must be filed with the

Judges or Stop Chair at the earliest possible time to give the Judges enough time to investigate the protest.

6.3.2 If the Judges uphold the Protest, the fee will be refunded.

6.3.3 A pilot's right to protest expires two hours after her Team crosses the finish line, or two hours after the Finish Deadline, whichever comes first, except:

(a) If the Inspectors inspect a protested airplane at the Terminus, the protesting or protested pilot may file a protest regarding the inspection within one hour after receiving the Inspector's findings.

6.3.4 A Team will be notified when a Protest has been filed against them unless the Judges reject the Protest beforehand. A Team may meet with the Judges to discuss the protest.

6.4 Requests for Investigation

6.4.1 A Racer, Race Official, or volunteer may request an investigation of any situation they question, or possible rule violation they observe, by filing a K-15 form with the Judges. There is no fee to file an RFI.

6.4.2 The K-15 form must be filed with the Judges before 8:00 a.m. of the day after the Finish Deadline. The Judges may consider a request as time permits.

2019 Substantive Changes

2.2.2 - Adds "or if the airplane's manufacturer does not allow flight at maximum power"

2.4.3 - Increases fee for special numbers and adds "and is not guaranteed. If a special number cannot be assigned, the \$125 will be refunded."

4.2.6 - creates new rule for operating under VFR by combining previous rules

4.3.2 - Adds "including those in the FAA Waiver"

4.3.4 - Adds ARC weather minima

4.5.2(c) - Prohibits off-route refueling

4.8.2 - Adds additional options for Terminus extensions

ARC Terminology (U-01)

AIR RACE CLASSIC (ARC) - The official name of the organization, Air Race Classic, Inc., also referred to as ARC, and the annual race that it conducts, commonly referred to as the Air Race Classic.

ARC FLYBY WEATHER MINIMA – Criteria for weather needed to execute an ARC flyby (i.e. 1,000-foot ceilings and 3 statute miles' visibility).

ARC OFFICIALS - For the purposes of these Race Rules, volunteers that include designated Judges, non-racing ARC Directors, and non-racing Assistant Directors.

ARRIVAL DEADLINE – The time by which all Teams must have arrived at the Start airport.

BABY BIRD - An ARC first-time racer who has requested and has been assigned to a Mother Bird, who will answer questions and provide guidance. Baby Birds can be individuals who have never raced or have flown other races.

BOARD OF DIRECTORS – A group of nine to fifteen volunteer directors elected by Board majority vote to oversee, guide and promote the Air Race Classic.

BRIEFINGS – Meetings conducted for the Teams at the Start to provide race instructions, flight procedures, safety guidelines, and other race details.

CERTIFICATE OF INSURANCE – A document used to provide information on specific insurance coverage.

CLASSIC RACER – When combined with a race number, the call sign authorized by the FAA for Teams to use during the Air Race Classic.

COLLEGIATE TEAM – A Team whose members are closely affiliated with the college or university that they represent.

COMPETITION CLASS – A class in the race where airplanes and teams meet the Competition Class rules.

CONTESTANT – An individual whose entry application has been accepted by ARC for that year's race. A contestant is now referred to as a Racer.

CREDENTIALS CLOSE - Air Race Classic (ARC) published time by which all Teams must have their Racer credentials validated and their airplanes inspected at Start.

CREDENTIALS OPEN - Air Race Classic (ARC) published time for the start of Credentials Check-In for Racers to have their credentials verified and to begin the document review and inspection process for their airplanes.

DEBRIEFING – Meetings conducted at the Terminus after the race when Teams and volunteers provide feedback and suggestions for future events.

DNF - Did Not Finish

DNS - Did Not Start

DISQUALIFICATION (DQ) – A ruling making a Team ineligible for awards and prizes as a result of a serious violation of the Rules.

eFLYBY - The ARC general public informational electronic newsletter.

eRACER – The ARC registered Racer and volunteer electronic newsletter.

EXTENUATING CIRCUMSTANCES – Events, excluding weather, that are considered to be beyond the control of the Team.

FINE – A monetary penalty, in U.S. dollars, assessed due to a rule infraction.

FIRST-TIME RACER – A racer who is participating in the Air Race Classic for the first time. As a first-time racer, she can request to be a Baby Bird and be assigned a Mother Bird mentor.

FLYBY – An FAA-approved designated flight procedure, usually at a Stop, that is used to capture the Team's time.

FLYBY INSTRUCTIONS – A document for each Flyby with specific information about that Flyby.

FUELING SLIPS – Forms that specify a Team's fueling requirements at a Stop, also used to determine the priority order for fueling.

HANDICAP – The maximum true airspeed of a specific airplane, used in scoring the race to compare aircraft with differing capabilities.

HANDICAP COMMITTEE – Volunteers responsible for defining and monitoring the handicapping process, calculating Team handicaps, and making determinations for any handicap re-flights.

HANDICAP FLIGHT DEADLINE - The date by which all initial handicap flights must be flown.

HANDICAP FLIGHT TEAM – Volunteers responsible for coordinating the logistics of the flights necessary to gather data for the handicap committee.

IMPOUND – Areas at the Start and Terminus airports designated as the ARC tie-down area where airplanes are considered under the jurisdiction of the ARC Judges and Inspectors.

INSPECTION – Visual examination of race planes, maintenance logs, and other airplane documents to ensure safety and compliance with the ARC Rules and FAA regulations.

INSPECTORS – Volunteers appointed by ARC to oversee the airplane inspection teams at the Start and Terminus.

JUDGES – Volunteers appointed by ARC to interpret and uphold the Rules.

LEG – A segment of the race between one Stop and the next Stop.

MAXIMUM CONTINUOUS HORSEPOWER – With respect to reciprocating engines, continuous operation at maximum engine speed (maximum takeoff power).

MODIFICATION - Alterations to the original airplane or repairs to existing airplane equipment or structure.

MOTHER BIRD – An experienced ARC Racer or Team who has volunteered to mentor first-time racers, called Baby Birds.

MUST STOP – A Stop where a Team must land.

NON-COMPETITION CLASS – A class of racers for whom certain Team and airplane requirements are less restrictive or waived. Non-Competition Class Teams are not eligible for Competition Class awards.

PENALTY – A score deduction, in miles per hour, assessed to a Team's leg or overall score due to a rule infraction.

PROTEST – A written request on a designated form to investigate a potential violation of the Rules.

RACE CENTRAL – A volunteer who provides race coordination activities among Racers, Stop volunteers, and Race Officials.

RACE EVENT – The total period from the day before the Arrival Deadline to the conclusion of the Terminus banquet.

RACE OFFICIALS – Volunteers who include Judges, Scorer, Inspectors, non-racing ARC Directors, and non-racing Assistant Directors.

RACER – A Team member who has been accepted to participate in that year's race. Previously, a Racer was known also as a contestant.

REMAIN OVER NIGHT (RON) – Refers to Teams staying overnight at one of the Stops during the race.

REMAIN OVER NIGHT LIST (RON LIST) – The sign-in sheet at each Stop for Teams staying overnight at that Stop.

REQUEST FOR INVESTIGATION – A written appeal to the Judges to investigate any questionable situation with regard to the race Rules.

RULES – A document that includes the rules, procedures, and policies of the race.

SCORER – A volunteer, appointed by ARC, responsible for the overall scoring of the race.

SCORE SHEET SIGNING – A designated time after the Finish Deadline when Racers review their results with the Scorer.

SCORING – The determination of each Team's official score, calculated by the Scorer.

SILENT AUCTION – An auction of donated items brought or shipped to the Terminus by Racers, sponsors, or donors.

SPECIAL VFR (SVFR) – Meteorological conditions that are less than those required for basic VFR flight in controlled airspace and in which some aircraft are permitted flight under visual rules.

START – The designated host airport where the race begins.

START CREDENTIALS – A review and verification of Racer and Airplane certificates and documents to confirm compliance with Rules and FARs.

START TAKEOFF – The period during which the Teams taxi and takeoff at the Start.

STOP – One of the designated airports along the race route, usually where Flybys are executed for timing purposes, and where Teams are authorized to remain overnight.

STOP CHAIR - The volunteer in charge of a particular Stop.

SUPPLEMENTAL TYPE CERTIFICATE (STC) – A type certificate (TC) issued when an applicant has received FAA approval to modify an aeronautical product from its original design.

SUNRISE (ARC Official) – The earliest time at which a Team can take off from a Stop.

SUNSET (ARC Official) – The time before which a Team must have crossed the timing line.

TEAM – The pilot, copilot, and teammates of an airplane participating in the Air Race Classic.

TEAMMATE – Additional Racer on a Team, in addition to the pilot and copilot.

TERMINUS – The designated host airport at the final Stop of the race.

TIMERS – Volunteers appointed by ARC who are responsible for the timing of racing aircraft.

TIMING – The timing of aircraft between Stops.

TIMING DEVICE – An ARC-provided data logging instrument that uses GPS to record a Team's time and location during the race.

TIMING LINE – An ARC-designated imaginary line at each timing location that marks the beginning or end of a race leg.

TRACKING DEVICE – An ARC-provided GPS-tracking instrument that maintains awareness of the progression of the Team's flight, monitored by ARC for safety and displayed on the Internet.

TYPE CERTIFICATE DATA SHEET (TCDS) - A document that includes a formal description of the aircraft, engine or propeller. It lists limitations and information required for type certification including airspeed limits, weight limits, thrust limitations, etc.

WAIVER – An official document issued by the FAA that authorizes certain aircraft operations to deviate from a regulation under conditions that ensure an equivalent level of safety.

These Rules and Procedures are the property of Air Race Classic, Inc., developed for use by Racers of the Air Race Classic only.