

FLIGHT SIMULATOR AROUND-THE-WORLD RACE

2014 Routing and Special Rules

v1.00

February 9, 2014

Highlights of the 2014 Special Rules

- *Sponsored Aircraft.* This year teams have access to a number of Airbus and Boeing jets as well several other aircraft.
- *Wildcards.* Teams have five wildcards to total no more than 5,000nm, the longest being limited to 1,650nm.
- *Special Continental Jet Legs.* Teams may optionally fly four two-engine regional jet legs, each limited to less than 1,000nm and to be completed on a continental landmass.
- *Formation Flights.* Teams may earn a bonus for five closely coordinated legs.
- *Special Aircraft and Team Flights.* Teams may earn a Team Flight bonus of 15 minutes per participating pilot up to a total of two hours. The legs include "Cats on the Third Wire," "Cold Warriors," and "Doing the Continental."
- *Rookie Mulligan.* During the Race, each new pilot may exercise a single "wingman transfer" without cost.

1. The Prizes.

This year's winner will become the second recipient of the *Wilhelm "Wilhe" Bendit Trophy*. Additionally, two more prizes will be awarded. First, the baton pilot who flies the fastest normal leg over 600nm wins the *Roadrunner Prize* for speed. And second, the flying pair who performs the best single time in the Formation Flight contest captures the *Gemini Award*.

2. Start Time.

The race will begin on Saturday February 15, 2014 at 1400 UTC (1500 CET, 0900 EST, 0600 PST).

3. Routing.

The 2014 Race begins and ends at Sochi, Russia (URSS), the site of the current Winter Olympic Games.

Teams must circumnavigate the world, passing through all degrees of longitude, and meet the following requirements:

The teams must land at one airport on the main landmass of each of the continents (Africa, Asia, Australia, Europe, North America, and South America.)

The teams must land at latitudes "NORTH" and "SOUTH" such that the difference between the two is at least 60 degrees latitude.

Airport Requirements. Teams must execute six full stop landings at airports that mark previous and future sites of the Winter Olympic Games.

First, teams must stop at each of these three airports:

Innsbruck, Austria (Innsbruck Kranebitten LOWI)
 Pyeongchang, South Korea (Gangneung AFB RKNN)
 Vancouver, Canada (Vancouver International CYVR).

In addition, they must stop at another listed Winter Olympic airport in *each* of the following continental zones. (A total of six targeted airports.)

Asia

Nagano, Japan (Matsumoto RJAF)
 Sapporo, Japan (New Chitose RJCC)

Europe

Albertville, France (Courcheval LFLJ)
 Lillehammer, Norway (Hamar Stafsberg ENHA)
 Sarajevo, Bosnia and Herzegovina (Sarajevo International LQSA)
 St. Moritz, Switzerland (Samedan/Engadin LSZS)

North America

Calgary, Canada (Calgary International CYYC)
 Lake Placid, USA (Lake Placid KLKP)
 Salt Lake City, USA (Heber City McDonald 36U)
 Squaw Valley, USA (Lake Tahoe KTVL)

Restrictions on Airspace and Landing Rights. The global character of the race requires working with many countries to obtain legal clearance, including overflight and landing rights, as well as to assure minimal security for our pilots. This year, pilots have free access to all countries with the following exceptions.

Airspace denied and landing rights denied: Iran, Syria, and North Korea.
 Airspace is open but landing rights denied or security inadequate: Central African Republic, Somalia.

Special Restrictions.

Polar restrictions. Pilots may not land at latitudes above 80° N or below 60° S.

Airports closed. Due to a temporary budget crisis, the Azores airports are closed this long weekend. (LPFL, LPCR, LPHR, LPPI, LPSJ, LPGR, LPLA, LPPD, LPAZ)

4. Sponsored Aircraft.

This year Airbus and Boeing have continued their sponsorship by making available aircraft from their current roster as well as selected classics from their constituent companies' history. In addition, from the 2013 race, we have one holdover sponsor for tri-jets. And a business jet manufacturer has entered the field.

Sponsored Civilian Transports.

Airbus has made available the A320 (family, including A318, A319, A320, A321), A330, A340, A380. In addition it offers four lovingly restored early classics, the BAC 1-11, the DH.106 Comet, the Hawker Siddeley HS121 Trident, and the SE 210 Caravelle.

Boeing has made available the B737 (family), B747, B757, B767, and B777. It adds the following flying but well-worn classics: the Boeing B707, B720, B727 and the McDonnell Douglas DC-8, DC-9, DC-10, MD-80/90 (family), and MD-11.

Lockheed has continued to offer immaculately restored instances of their famous L-1011 TriStar.

Further, Cessna has offered access to the Citation X. Each team may fly up to two (2) Wildcard legs in a Cessna Citation X.

The above civilian jets are the only jets eligible for use in the 2014 Race with two exceptions.

Northrop Grumman has convinced the USAF to make available on a one-time basis a version of the B-2 Spirit. In accord with the agreement with the USAF, the aircraft user must take off and land on paved runways of at least 6,000 feet in length. Each team may fly one (1) Wildcard leg in the aircraft.

Boeing's North American division has provided a set of F-86E/F Sabres for limited use. See below.

For specific flight simulation jet models allowed in this year's Race, see the Jet White List restrictions in Appendix B.

5. Special Aircraft Options and Requirements for the 2014 Race.

The White List. A list of eligible race aircraft is presented in Appendix C below.

The Thoroughbreds. The Thoroughbred list includes all models of the Dornier Do335, P-51H, P-82B, and P-47M, as well as the DH.103 Hornet by AlphaSim/Virtavia. Teams may fly no more than a total of 10 baton legs in thoroughbred class aircraft. A 30-minute "maintenance" penalty applies to each excessive use. These 10 thoroughbred legs represent a resource to be used strategically.

Sabre Flights. Optionally, teams may choose to fly 4 legs in the Section F8 F-86E/F Sabre (not any other F-86 Sabre simulation model) instead of regular thoroughbred legs. These legs substitute the F-86 for thoroughbred class aircraft. That is, for every Sabre leg flown, the team is allowed one fewer piston-engine thoroughbred leg.

6. Normal Legs.

On posting the takeoff for any leg, the pilot must explicitly identify his aircraft. He should announce (a) the aircraft type, (b) the model and (c) the specific simulation modeler. Failure to announce all three in a timely manner (within an hour after releasing the baton) may incur a documentation penalty.

Normal legs may extend to a maximum distance of 750nm and are limited to two hours in duration after which the standard triple time penalty applies.

7. Wildcards.

In addition, each team has up to five wildcard flights. The total distance is not to exceed 5,000nm and no one leg is to exceed 1,650nm and no other leg is to exceed 1,200nm. There is no time limit on these flights. Pilots must fly an aircraft with a takeoff weight of 30,000 pounds or more, they may not exceed the maximum gross weight, and they may choose either a normal race eligible aircraft or a sponsored jet. Optionally, one Wildcard leg may be flown in the Northrop Grumman B-2 Spirit while observing the USAF minimum runway restriction of 6,000 feet.

8. Special Continental Jet Legs.

Each team has available four optional "continental" jet legs to be flown in the sponsored twin regional jets listed here. Each leg is limited to less than 1,000nm, must begin and end on the same continental landmass, and must be completed within 3 hours. The leg is otherwise treated as a normal leg. Eligible aircraft include the Airbus 320 (family), the Boeing 737 (family), the McDonnell Douglas

DC-9/MD80/MD90 (family), and the two classics, the BAC 1-11, and the SE 210 Caravelle.

9. Formation Flights.

Teams may earn a Formation Flight bonus for any leg in which two pilots complete their flights in close coordination. For any leg the lead pilot initiates, "I have the baton in a Formation Flight." And the wingman declares, "Flying wingman in a Formation Flight." The leg length must be at least 400nm; both pilots must leave the same airfield within 3 minutes of each other, and both pilots must land at the same destination. To validate their flights, *both pilots must use the Duenna online flight tracking software while enabling the "Arm baton auto-pickup" button.* For the Formation Flight to count, the next leg may not depart until both formation pilots have posted their landings.

Teams get 6 opportunities. For each flight, the maximum bonus is 15 minutes. The actual earned bonus is 15 minutes minus the difference in flight durations (Flight Times) as measured by the Duenna. Round the bonus up to full minutes. Immediately after releasing the baton and confirming the validations, the lead pilot or a teammate posts in the active thread showing clearly the two flights' durations, the difference, and the calculation of the Formation Flight bonus. He declares the Formation Flight bonus and enters the total into the team's bonus bank. Of the 6 opportunities, the top 5 bonuses count (the team throws out the lowest score).

In a Formation Flight, a failure to complete both parts forfeits the opportunity to earn the bonus. (That is, the team gives up one of its 6 chances to earn such a bonus.) Such a failure might occur when a diversion makes the leg length too short, or one pilot crashes, a computer fails, or the interval between the pilots grows larger than 15 minutes. The lead pilot merely declares "The Formation Flight is terminated" and the leg reverts to a normal leg. The bonus opportunity is lost.

10. Special Aircraft Legs and Team Flights.

Below are three optional ways to augment racing legs. The team may choose to declare any or all of these legs as a Team Flight in which they earn 15 minutes for each successful Participating Pilot up to a total of two (2) bonus hours. The standard rules governing team flights are in Appendix A. (Note that the restrictions on the baton pilot implicitly apply to a possible wingman.)

In order to constitute a Team Flight, the team needs at least three pilots: the baton carrier, the wingman, and one more participating pilot. (This is new.)

Cats on the Third Wire (A leg of 300-750nm).

A flight celebrating naval aviation. In an otherwise normal racing leg, the baton carrier and wingman fly an eligible F4F Wildcat, F6F Hellcat, F7F Tigercat or F8F Bearcat. Participating pilots may fly any race-eligible naval/marine aviation pis-

ton-powered plane, including the Grumman "Cats" as well as the Vought Corsair, deHavilland Hornet, Hawker Sea Fury, and Supermarine Seafire. (Normal and thoroughbred racers are eligible for participating pilots.) Pilots may also choose another normally race-eligible naval aircraft. To earn the bonus, participating pilots must land within 20 minutes before or after the baton pilot. This baton leg and the Team Flight component are entirely optional.

Cold Warriors (A leg of 300-750nm).

During an optional Sabre Flight, the baton carrier and wingman fly the Section F8 North American F-86 Sabre. Participating pilots fly any realistic North American F-86 Sabre, Douglas F3D Skyknight, Grumman F9F Panther, Lockheed P-80 Shooting Star, Lockheed T-33, Northrop F-89 Scorpion, Republic F-84 Thunderjet, de Havilland DH.100 Vampire, Gloster Meteor, Hawker Hunter, Sud Aviation Vautour, Dassault Mystère IVA, SAAB J29B Tunnan (not J29F), or MiG 15. (See FAQ on eligibility details.) To earn the bonus, participating pilots must land within 20 minutes before or after the baton pilot. This baton leg and the Team Flight component are entirely optional.

Doing the Continental (A leg of at least 300nm and less than 1,000nm).

A team may augment one of the Continental Jet legs by turning it into a Team Flight as well. The flight must be at least 300nm and less than 1,000nm. All pilots must satisfy the Continental Jet leg requirements as appropriate. To earn the bonus, participating pilots must land within 30 minutes before or after the baton pilot. This baton leg and the Team Flight component are entirely optional.

11. Pilot Availability Emergency (PAE).

A pilot shortage may create an emergency. When there is no other pilot to take the baton within 30 minutes after its release (as marked by the forum clock), the previous leg's pilot may optionally declare a pilot availability emergency (PAE) and take the baton for a second consecutive leg. A team may exercise this option no more than once during the race.

12. New Pilots.

New pilots enjoy a one-time "rookie mulligan." During the Race, each new pilot may exercise a single "wingman transfer" without cost. A new pilot is one who is racing for the first time this year or who is returning to the race after an absence of at least three years. Pilots must declare the wingman transfer as a 'mulligan' in order to claim the relief.

13. Weather.

In 2014, all flights will be conducted using the FS2004 or FSX live weather engine (as supplied by Jeppesen). The appropriate setting is Real Weather with 15 minute updates. Special exceptions will be made for pilots who cannot comply. If the Real

Weather system fails for everyone, pilots should switch to the "Fair Weather" (not the "Clear Weather") theme, contact the Duty Officer, and follow any subsequent instructions.

14. Bonus Bank.

Teams will keep open accounts of their bonus hours and penalty time. Teams gain bonus hours for the Team Flights, Formation Flights, and perhaps other bonus opportunities. Teams incur penalties for wingman transfers and rules violations. This Bonus Bank is public and everyone can quickly keep track of the competition. Care should be exercised to insure as much security as possible.

Teams are to keep track of bonuses and penalties in the web application located on the official web site here: <http://www.fsrtwrace.com/bank/>.

At the end of the Race, the net balance will be applied to the team's actual race duration to produce an official Race Time.

15. Administration.

The 2014 RTWR will be governed by an Administrative Organization comprised of a number of race pilots who volunteer their time. See the Race Administration document for details.

16. Communications.

The Official Race Site is here:

[Flight Simulator Around the World Race \(http://www.fsrtwrace.com/\)](http://www.fsrtwrace.com/)

NOTAMS will be published on the Official Site.

Immediate notifications by a Duty Officer or committee member may be posted on the FSRTWR NOTAMS Forum [here](#). (There may be delays moving from the forum posting to the formal website posting.)

Communication with the Duty Officer is accomplished via a posting on the special "Duty Officer" forum on the FSRTWR Forums [here](#). (The Duty Officer will frequently check that forum for new messages.)

You may send a private email to the Executive Committee rtwrace@gmail.com. This email will be checked only occasionally. It is not your main contact point.

Appendix A.
Standard Rules Governing the Team Flights.

- a. Each Team Flight requires a baton pilot and participating pilots. These flights can take place in any location and at any time—with one restriction. Team flights may not be consecutive—there must be at least one normal leg between two team flights. In order to constitute a Team Flight, a leg requires a minimum of at least three pilots: a baton-carrier, a wingman, and one more pilot.
- b. Each participating pilot, not counting the baton carrier, who completes and validates a successful leg will earn a 15-minute bonus for the team. A maximum total of 2 bonus hours can be earned from the Team Flights combined, of which no more than 1½ hours may be earned in a single event. Once a category of team flight has been flown, it may not be re-flown by the same team.
- c. The baton pilot and all participating pilots must fly aircraft of a specified class, as listed above. The participating pilots do not have to fly the same aircraft type(s) as the baton holder – although a potential wingman should do so. The baton pilot and all participating pilots must takeoff from and land at the same airports.
- d. Participating pilots may not take off until after the baton pilot has departed. They may land before the baton pilot, but must complete and post their legs within 30 minutes (or a specifically-designated time) before or after the baton pilot's "Baton is free" post. The team may continue to advance the baton on the next leg while participating pilots are landing and completing their validations.
- e. All participating pilots must post their aircraft type, takeoff, landing, and authentication in the normal manner in the team forum. (A Duenna authentication needs only the textfile. The automated tracking authentication will not suffice for the Team Flight.) Finally, after the event and authentications are completed, the team must post a "Team Flight Summary" indicating the number of bonus hours earned in this event and then make the appropriate entry into the Bonus Bank.

Appendix B.**2014 White List for Eligible Race Aircraft – Jets***Aircraft Simulation Model Eligibility.*

To be eligible, the aircraft must *both* be on the list of "Eligible Aircraft Types" *and* be modeled by one of the list of sanctioned designers (or companies) in the "Eligible Modelers" tables below.

2014 White List for Commercial Transport Jets Eligibility by Aircraft Type	
<i>Twin Jet Regional Transport Aircraft Types</i>	<i>Other Jet Transport Aircraft Types</i>
Airbus A320 (Family: A318, A319, A320, A321)	Airbus: A330, A340, A380
Boeing B737 (Family)	Boeing: B707, B720, B727, B747, B757, B767, B777
McDonnell Douglas DC-9, MD80/90 (Family)	de Havilland DH.106 Comet
BAC 1-11	Hawker Siddeley HS121 Trident
Sud Aviation Caravelle	Lockheed L-1011 TriStar
	McDonnell Douglas: DC-8, DC-10, MD-11
<p>Notes. To be eligible, an aircraft must be listed <i>both</i> on the "Aircraft Type" <i>and</i> the "Aircraft Modeler" lists. Aircraft with $Mmo > 0.92$ or $Vne/Vmo > 400$ will need special permission and will be viewed skeptically. Twin jet regional liners with $Mmo > 0.84$ or $Vne/Vmo > 350$ will need special permission and viewed skeptically.</p>	

2014 White List for Commercial Transport Jets Eligibility by Modeler (or Company)	
Aerosim	JustFlight
Aerosoft	Level-D Simulations
AFG [Caravelle at HJG]	MSFS Default
Captain Sim	PMDG
CLS (Commercial Level Simulations)	POSKY
David Maltby [BAC 1-11, Comet, Trident]	Project Airbus
Flight One Dreamfleet [B727]	Ready for Pushback (Ralf Tofflemire) [B747]
FSND (Alejandro Rojas Lucena)	TDS (Tenkuu Developers Studio)
Historic Jetliners Group	Thomas Ruth
iFly	Wilco
Jens Kristiansen [Comets]	
<p>Notes. To be eligible, an aircraft must be listed <i>both</i> on the "Aircraft Type" <i>and</i> the "Aircraft Modeler" lists. Aircraft with Mmo>0.92 or Vne/Vmo>400 will need special permission and will be viewed skeptically. Twin jet regional liners with Mmo>0.84 or Vne/Vmo>350 will need special permission and viewed skeptically. Some modelers are eligible only for the aircraft in square brackets "[]".</p>	

We are not able to test all of these simulations and would like to know if any combination of the above are palpably unrealistic. The emphasis here is on flight dynamics and not systems complexity. If you know that a particular simulation is inaccurate in a way that would substantially affect the race, please inform the committee. (It would be helpful to provide as much evidence as you can.) Thus, the above list is tentative: the simulations should be legal—pending our learning otherwise. We shall be happy to restrict the list if doing so makes sense.

Note that eligibility is limited to the specifically designated sponsored civilian transport jets made by the modelers above. Not all jets by these modelers are eligible. (For example, the HJG Boeing B707 is eligible, the HJG Boeing C-135/KC-135/EC-135 is not. The Captain Sim Boeing 7x7 jetliners are fine, the Boeing B-52 is not. Not the HJG Concorde.)

Any transport jets with a Mmo>0.92 or Vne/Vmo>400 will need pre-clearance from the Executive Committee. Such requests will receive special and skeptical scrutiny. (Similarly, A320/B737/DC9/MD80/90twin engine regional jets with a Mmo>0.84 or Vne/Vmo>350 will need special clearance.)

The emphasis here is on flying commercial transport jets and we expect quality simulations to have an appropriate "speed" profile. More important, we want to discourage a search for a racing advantage.

Eligibility for Business Jets.

Cessna Citation X. Optional for up to two Wildcard legs only. The payware versions by Eaglesoft and Wilco are eligible. Also eligible are the freeware versions by FSND (Alejandro Rojas) designed for FS9 and, separately, for FSX. (The FSND FS9 version is too light and its flight model is imperfect, but its practical performance is reasonable. It is eligible for the Wildcard legs.)

Military Transport Aircraft Eligibility.

Military liveries (paints) of the eligible transport aircraft are not themselves eligible. The paint does not make a difference of course. However, we are worried that we will confuse the matter if we allow military paints. (It is easy to imagine someone who sees a military aircraft in the race might want to install a similar military aircraft—one which might not rely on the civilian flight model.) It will be safer if we keep things simple: civilian transport jets with civilian liveries in 2014.

Eligibility for the Special 2014 "Spirit" Wildcard Leg.

The AlphaSim (now Virtavia) version of the Northrop Grumman B-2 Spirit is the only race-eligible model of the aircraft. (This is now freeware). Each team may optionally use the aircraft for a single Wildcard leg.

Eligibility for 2014 Sabre Flights.

For the optional Sabre Flights, you may use the Section F8 F-86E/F Sabre. This is an FS9 model that ports well to FSX. (See <http://sectionf8.com/>.) For a pre-assembled package (FS9 or FSX), ask your teammates.

Appendix C.
2014 White List for Eligible Race Aircraft – Piston and Turboprop

Aircraft (and class)	Modeler or Company	Abbreviation.	Free- ware	(FS9 and/or FSX)	Notes
<i>Thoroughbreds</i>					(Thoroughbreds maximum 10 legs total)
De Havilland DH.103 Hornet	AlphaSim (Virtavia)	Alpha	Free	FS9	
Dornier Do-335	simTech, CR-1	CR1	Free	FS9	
North American P/F-82B	Ito Kazunori/Tom Falley	IK-TF	Free	FS9	Tom Falley FDE Required
North American P-51H Mustang	A2AWoP	A2A		FS9	
Republic P-47M	Tom Kohler	Gnoopey	Free	FS9	
<i>Normal Race Aircraft</i>					
De Havilland DH.103 Hornet F.1	Rob Richardson & SOH Group	RR-SOH	Free	FSX	SOH FDE Required <i>External tanks allowed for RAF Hornet F.1.</i>
De Havilland DH.103 Hornet F.3	Rob Richardson & SOH Group	RR-SOH	Free	FSX	SOH FDE Required <i>No external tanks allowed for RAF Hornet F.3.</i>
De Havilland DH.103 Sea Hornet F.20 & NF.21	Rob Richardson & SOH Group	RR-SOH	Free	FSX	SOH FDE Required <i>FAA Sea Hornet allows external tanks</i>
Epic LT	Lionheart Productions	Lionheart		FS9&FSX	<i>Restricted to 31,000 hard ceiling.</i>
Focke-Wulf Fw-190D-9	A2A WoP	A2A		FS9	
Focke-Wulf Ta-152H	A2A (WoP)	A2A		FS9	
Grumman F7F-3	Milton Shupe & SOH Team	SOH	Free	FS9	
Grumman F7F-3N	AlphaSim/Virtavia&Tom Falley	Alpha-TF	Free	FS9	Tom Falley FDE Optional (Faster) Night Fighter version only.
Grumman F8F Bearcat	Vertigo Studios	Vertigo		FSX	
Grumman F8F Bearcat (Long Range)	Michel Migaud, Alpha Bleu Ciel	ABC	Free	FS9	
Hawker Sea Fury FB.11 v2.3	David Hanvey&Peter Forster Update	DH-PF	Free	FS9	Peter Forster update v2.3 required. External Tanks permitted. No portover to FSX.
Hawker Tempest Mk.V	First Class Simulations	FCS		FSX	
Howard 500	Milton Shupe	MS	Free	FS9	
Lockheed P-38 (not P-38K)	FSD	FSD		FSX	Not the P-38K
Lockheed P-38 (not P-38K)	Sky Unlimited	SU		FS9&FSX	Not the P-38K
Lockheed P-38 (not P-38N)	David Copley	Dcc	Free	FS9	Not the P-38N, not the XP-38
North American P/F-82G	Ito Kanuzori/Tom Falley	IK-TF	Free	FS9	Tom Falley FDE Required. Not the P/F-82B!
North American P-51 Racer	MSFS FSX Acceleration	FSX		FSX	MSFS FSX racer is only racer allowed.
North American P-51B/C	Warbirdsim (John Terrell)	WBS		FS9&FSX	

North American P-51B/C	FDG2	FDG2		FS9	
North American P-51D	A2A (WoP, WoP3& WWIIF)	A2A		FS9&FSX	All A2A P-51D models are fine.
North American P-51D	Warbirdsim (John Terrell)	WBS		FSX	
North American P-51D	Warwick Carter	WC	Free	FS9	
Piaggio P.180 Avanti I	FSD	FSD		FS9	
Piaggio P.180 Avanti II	Mario Noriega	Noriega	Free	FS9&FSX	
Piaggio P.180 Avanti II	Wilco Simulations	Wilco		FS9&FSX	
Piper Cheyenne LS400	FSD	FSD		FS9	
Republic P-47D	A2A (WoP& WoP3)	A2A		FS9&FSX	All A2A P-47D models are fine.
Republic P-47D	Aeroplane Heaven	AH		FS9	All AH P-47D models are fine.
Supermarine Spitfire XIX PR	Aeroplane Heaven	AH		FS9	Approved Imperial Gallon conversion fix
Supermarine Spitfire XIV	Real Air Simulations	RAS		FS&FSX	
Vought F4U-1, F4U-4	Aeroplane Heaven	AH		FS9	Tom Falley FDE Optional (Faster)
Vought F4U-1, F4U-4	FDG2	FDG2		FS9	
Vought F4U-1, F4U-4	A2A (Aircraft Factory)	A2A		FSX	
Vought F4U-4	FDG2 (TF FDE)	FDG2-TF		FS9	Tom Falley FDE Optional (Faster)
Vought F4U-5N	Aeroplane Heaven	AH-TF		FS9	Tom Falley FDE Optional (Faster)
Vought F4U-7 v7	Alpha Bleu Ciel	ABC	Free	FS9	V7 Revised FDE required
	<i>Also legal are all otherwise eligible realistically-modeled aircraft with a maximum of less than 350 kts true airspeed (KTAS) measured in level flight at critical altitude or, for turboprops, at speed-maximizing optimal altitude.</i>				
	<p>Notes. The status of the native model is noted as FS9 or FSX or FS9&FSX, the latter when both are available. Most FS9 native models will port over to FSX. Note that any transfer of FS9 native models to FSX must maintain the identical flight parameters (airfile and aircraft.cfg) modeled into the FS9 simulation. Several aircraft have a Tom Falley flight dynamics requirement: these aircraft are eligible only when the appropriate changes are made. Some aircraft have an optional (faster) flight dynamics alternative.</p>				