



RULES AND REGULATIONS MICHIGAN SMALL RALLY

I. THE RALLY

The round robin cross-country Rally of approximately 200 nautical miles is for fixed-wing aircraft of not more than 600 horsepower. Each leg will be timed separately; leg scores will be totaled and the contestant with the lowest total score will be the winner. The Rally will focus attention on safety, sportsmanship, and pilot ability.

II. SAFETY FIRST

These Rules and Regulations of the Michigan Small Rally were developed by the Rally committee to assure safety for all participants. The Rally committee relies on each pilot to exercise good judgment at all times in the interest of safety.

III. HANDICAPPING

No handicaps will be assigned. Each pilot shall determine a handicap in nautical miles per hour (kph) for his/her airplane and submit that speed on the official entry form.

IV. PILOT AND CREW QUALIFICATIONS

1. Participation in the Rally is open to all FAA licensed pilots.
2. A co-pilot and/or observer are required in each airplane (minimum age 14).
3. No passengers may be carried without signed waivers.
4. Pilots must bring to impound the following valid papers:
 - a. Aircraft airworthiness certificate
 - b. Aircraft FAA registration certificate
 - c. Owner/operator flight manual
 - d. Aircraft weight and balance data sheet
 - e. Aircraft Logbooks with appropriate maintenance documentation consistent with FAR's, including State registration.
 - f. Airman's Certificate with rating for class of airplane flown
 - g. Current Medical Certificate
 - h. Logbook with Flight Review entry in accordance with Far 61.57 (BFR)
 - i. Airplane Insurance Documentation Form

V. AIRPLANE SPECIFICATIONS

1. The Rally is limited to airplanes certified in the normal or utility category with no greater than 600 horsepower. Aircraft must have normal operating range to cover the approximate 200 nautical miles Rally course plus 30 minutes fuel reserve.
2. All aircraft must have a current annual inspection and must be within a 100-hour inspection if used for hire. All aircraft must have proper entries in the engine and airframe log books (including transponder with Mode C and ELT Battery checks).

3. The following certificates and papers must be in the airplane and must be up-to-date and valid:
 - a. Airworthiness Certificates
 - b. Registration Certificate or application for registration that has been submitted to FAA and is currently valid in lieu of Registration Certificate.
 - c. Current FAA approved aircraft flight manual for that aircraft, placards, listings, instrument markings, or any combination thereof, containing each operating limitation prescribed for that aircraft by the FAA.
 - d. Airplane and engine logbooks must be current and contain the annual inspection entry and evidence of compliance with applicable airworthiness directives.
 - e. Weight and Balance Data
 - f. FAA Alteration Form 337, if applicable.
 - g. Michigan aircraft must have a current Michigan Registration Certificate.

VI. APPLICATION FOR ENTRY AND FEE

1. Application for entry must be filed with The Small Rally Committee entries chairman (see SMALL Rally Fact Sheet) accompanied by proper entry fee and handicap par speed. The Rally committee reserves the right to refuse to accept any application.
2. Entries shall be limited to 60 aircraft. Any application over 60 may be considered as alternates with priority given to earliest postmarked dates. Applicants will be notified of their standby status. Any standby applicant who does not fly in the Rally will have the entry fee refunded.
3. Applicants will be advised of their assigned Rally number after entry deadline and no later than 5 days prior to scheduled Rally date. Contestants will provide their own Rally numbers as specified (see Required Documents Sheet) and attach them to the aircraft prior to Impound Inspection.
4. No changes in make or model of aircraft will be allowed later than entry deadline without approval of Rally Committee. In the event a pilot finds a plane other than the one listed on the application entry form, this change must be reported to the entries chairman no later than 7 days prior to scheduled Rally date. If the change does not involve make or model, but FAA registration number only, the Rally Chairman must be notified not later than the date of Impound. Substitute aircraft must comply with all regulations applicable to original entry. No changes in category will be allowed after entry deadline.
5. Each contestant must carry minimum bodily injury liability and property liability insurance, as stated on the attached Certificate of Insurance. Each contestant is required to file a Certificate of Insurance, which includes a ten-day cancellation clause (indication of agreement by the insurance company to notify the Rally committee at its address prior to cancellation of such insurance policy). This certificate of insurance is to be brought to Impound and presented upon registration.
6. The entry fee is not returnable once the aircraft has been officially accepted in the Rally.

VII. IMPOUND AND INSPECTION OF AIRCRAFT AT START

1. All pilots and co-pilots must register as soon as possible upon arrival and in no case later than Impound Deadline.
2. All aircraft will be required to top off fuel tanks prior to entry to Impound.

3. LATE ARRIVALS MUST BE APPROVED BY THE RALLY COMMITTEE. They will be admitted at the discretion of the Rally committee, if sufficient time remains for inspection and pilot briefing. A telephone call to the Rally Chairman is necessary for all late arrival permission.
4. Acceptance of the Rally number constitutes acceptance of par speed and any other rules and regulations for the Rally contained in the pre-Rally packet of materials furnished the Rally.
5. Aircraft will be inspected by Rally officials to determine conformity with specifications stated in Article V. BACK TO BASICS RALLY will include the covering of navigational instruments at Impound and the verification of the seals at the conclusion of the Rally. Penalties will be imposed for the removal of instrument seals; however, THE RALLY COMMITTEE requires the removal of navigational seals when the safety of the flight is compromised.
6. Pilot or co-pilot/observer must be present during the inspection and must have in his/her possession all documents shown on the required documents listing.
7. Repairs and adjustments may be made on the aircraft while impounded, but must be coordinated with the Rally committee and completed before the aircraft is inspected.
8. ALL AIRCRAFT MUST CARRY TIEDOWNS AND STAKES!!
9. Except for pre-flight sump draining, any draining of gasoline from tanks after airplanes are in the impound area will result in disqualification.
10. Aircraft may not be moved from Impound Area without prior notification of the Rally Committee.

VIII. RALLY ROUTE AND MISCELLANEOUS REGULATIONS

1. Route of the Rally will be determined by Rally officials and, if weather is a factor, an alternate route may be provided. The final decision as to the route will be the responsibility of the Rally officials. Weather minimums for the Rally will be VFR conditions. In the event weather minimums cannot be met, take-off shall be delayed or scratched for the day.
2. Official time of take-off, time of each designated pylon fly-by, and time of crossing finish line will be clocked by official timers.
3. No entrant or passenger shall have claim for damages, expenses, or otherwise against The Michigan SMALL Rally Committee, The Ninety Nines of Michigan, or others connected with the Rally. An expressed waiver shall result from participation.
4. All participants shall sign a release prior to take-off releasing those parties listed in Article VIII section 3, from any and all liabilities whatsoever: agreeing to be bound by any decision or interpretation made by a majority of the Rally committee members and/or judges on any matter.
5. All Rally aircraft will be impounded before and after the Rally at the owner's risk. All reasonable precautions will be taken, but no responsibility for fire, theft, windstorm, or other damage will be assumed by the Rally Committee or parties listed in Article VIII section 3.
6. Any infraction of FAR's will automatically disqualify the entry; any infraction of the Rally rules will automatically receive a penalty of one minute.

7. The decisions of the judges will be final.

IX. PILOT BRIEFING BEFORE START OF RALLY

1. The Rally will be conducted in accordance with FAR's any waivers discussed at the briefing.
2. All pilots and co-pilots/observers are required to attend the pilot briefings, the exact time and place to be announced upon arrival. Only pilots in command may bring up questions of interpretation of the rules at these briefings. No discussion of changes of rules will be held unless the change is deemed necessary for the safety of the event. Pilots will not rely on any change of rules unless the Rally committee officially issues such changes in writing.
3. All pilots and co-pilots/observers are required to attend the weather briefing, which will be held before take-off and the post-Rally meeting at the time and place designated by the Rally committee.

X. FLYING THE RALLY

1. Each aircraft will take off with full tanks. The airplane with crew and passengers must not exceed manufacturer's maximum gross weight limitations as stated in the aircraft manual.
2. The contestants will fly the designated route and descend over each pylon and the finish line as indicated in handouts and as instructed at the pre-Rally briefing. Officials will identify and time each contestant as he/she descends to a pre-determined altitude at each pylon and the finish line.
3. After the contestant has crossed the finish line he/she will enter the traffic pattern as instructed by the tower, or in the absence of a tower, in accordance with pre-Rally briefings.
4. Take-off by the contestant constitutes waiver of any protest by the contestant regarding contents of the briefing and of the decision by the Rally committee to start the Rally under current weather conditions.
5. No "360" or "S" turns (horizontal/vertical) will be permitted within 10 nautical miles of the timing line on each pylon. To do so is to cause a hazard since fast moving aircraft are following close behind. The penalty shall be two (2) minutes.
6. Aircraft flown in a reckless manner, as observed by the timing officials will be penalized and/or disqualified.

XI. POST-RALLY MEETING

1. The official judges, composed of the Rally chairman, official scorer, timers and observers will meet after the finish of the Rally. They will decide all protests. They will also evaluate and make decisions concerning penalties.
2. A post-Rally meeting will be scheduled within three hours of the completion of the Rally. Actual times recorded by the timers will be given each contestant. In the event there is no written protest by a racer within 20 minutes of such receipt, the times will be used to determine the winner and final standings will be announced at the Awards Ceremony. The judges committee will make announcement of disqualifications at the post-Rally meeting. The decision of the judges shall be final regarding penalties and disqualifications.

XII. PROTESTS

1. Only the pilot-in-command shall have the right to protest any violation to the Rally committee.

2. Starting the Rally shall be considered acceptance of conditions without protest. The official judges may reject any protest filed after the Rally if prior knowledge of the supposed breach is admitted or proved.
3. Protests must be made within one hour of completion of the Rally (last pilot to cross the finish line) and must be in writing over the signature of the protesting pilot.
4. Official judges may, with or without a protest, disqualify or penalize any aircraft or any pilot should it come to their attention, before the awarding of prizes, that said aircraft or pilot does not conform to specifications as set forth in the rules.
5. A majority vote of the official judges shall determine whether or not a protest is valid.

XIII. METHOD OF SCORING

1. The object of the Rally is for the contestants to demonstrate his/her ability to fly a cross-country course in such manner as to most clearly equal the contestant's chosen par speed.
2. Scoring will be compiled by the official scoring committee as appointed by the Rally committee. Assigned handicaps and the scoring method will determine contestant's standing.
3. If a pilot should take off and then return to the starting point due to weather, malfunctioning engine, or other problems, the contestant will be given one-half the time from take-off to touchdown of wheels. Timers will clock time of return (touchdown) and the time subsequent take-off.
4. Each aircraft will fly the assigned route. Official timers at the start, two pylons, and the finish line will record the time in minutes and seconds as each aircraft crosses the timing lines. The recorded times will be reported to the official scorers who will determine contestants' scores.

EXAMPLE:

Rally #1. Using handicap speed is due at pylon #1 at 1:12:01 and arrives at 1:12:02 or 1:12:00. The leg score is one (1) second in either instance. The three leg scores are added to give the racer his/her total score.

EXAMPLE:

Leg #1 - 3 seconds; Leg #2 - 10 seconds; Leg #3 - 12 seconds; for a total score of 25 seconds. Rally score is 25 seconds. The racer with the lowest total score is the winner of the Rally.

5. In case of a tie, the lowest score for the first leg will determine the winner. If necessary, the second and third leg scores will be used in the same manner.