

Biplane Air Racing Class Operations Manual

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Biplane Pylon Air Racing: A Brief History

Biplane air racing traces its roots back to the earliest days of powered flight, when biplanes dominated the skies and sparked the imagination of aviators and the general public alike. In the 1910s and 1920s, air meets and exhibitions frequently featured biplanes competing in speed and precision contests, showcasing rapidly evolving aviation technology. By the 1930s, as monoplanes began eclipsing biplanes in terms of performance, biplane races continued to thrive at local air shows and grassroots events, preserving the thrill of low-altitude pylon racing and pilot-to-pilot competition.

After World War II, surplus military biplanes such as the Stearman and various homebuilt designs became plentiful. Air racing enthusiasts adapted these aircraft with higher-compression engines, improved aerodynamics, and lightweight modifications, pushing the limits of traditional biplane designs. Smaller classes arose to allow weekend pilots and backyard mechanics to demonstrate their skills at venues like the Cleveland Air Races, smaller regional competitions, and eventually the iconic Reno Air Races.

Even as monoplane classes grew in popularity, a passionate community of biplane pilots and builders carried the torch, celebrating the unique flight characteristics of dual-wing designs. Their efforts kept biplane racing alive into the modern era. This dedication eventually led to the formation of specialized biplane racing classes under the umbrella of larger air racing organizations. Today, these biplane classes—including the Biplane Air Racing Class (BARC)—continue to captivate spectators with close-quarters competition, steep turns around pylons, and the nostalgic charm of vintage-style aircraft roaring just above the desert floor.

The manual underscores the thrilling challenge and unique excitement of BARC racing, detailing the fundamental skills required, the precision involved, and the demanding yet rewarding nature of participation. It stresses the paramount importance of safety, professionalism, and adherence to regulations, outlining best practices that every pilot, regardless of experience level, should integrate into their operations.

This manual serves as a vital resource, developed to enhance race pilot competence in all aspects of BARC operations, from race preparation and training to in-flight execution and emergency protocols. While informative and comprehensive, it must be acknowledged that this manual supplements, but does not replace, FARs, RARA governance, and other official aviation resources. Pilots are ultimately responsible for their own safety, risk management, and adherence to regulations.

Crucial Disclaimer: Air racing is an inherently dangerous sport that carries real risks, including serious injury or fatality. This manual provides guidance and promotes best practices, but it does not guarantee safety. Pilots must exercise personal responsibility in their decision-making and flight operations.

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Chapter 1: Safety First

General Disclaimer

1.1 Air racing is an inherently risky sport that must be approached with respect for its unforgiving nature. Even the most experienced airmen have suffered serious injury or death chasing fame and glory on the course. This manual provides regulations, procedures and guidance intended to mitigate the attendant significant risks, but of course safety cannot be guaranteed. A high degree of professionalism and disciplined airmanship is required from all participants to achieve a safe outcome for all.

1.2 The Biplane Air Racing Class strives to foster a class culture which holds safety as the highest priority. Risk analysis will be inherent to any decision making process in the course of class business and class members are expected to be active participants in the class safety culture.

1.3 Any intentional careless, reckless or unsafe behavior may be grounds for immediate expulsion from the class. A decision by class leadership to expel a member on these grounds will be final and may result in a permanent ban from the class in certain cases.

Member signature of the BARC Good Conduct Agreement is an acknowledgement of and agreement to cooperate with the terms of this safety provision.

1.4 BARC Good Conduct Agreement Every class member must sign and adhere to the BARC Good Conduct Agreement and is further responsible for the conduct of their crew members. Any misconduct by a class member or crew member will be grounds for review of membership standing by the board of directors.

Chapter 2: Entry & Event Eligibility

2.1 Requirements

- Private Pilot minimum, 500 hours (PIC) (Reducable to no less than 200 total PIC with 100hr credit for every 10 hours time in type (Pitts, Eagle, etc)
- Commercial Pilot Certificate (+) preferred
- BARC Membership
- 25 hours time in type to be raced
- 5 Hours in type to be raced in previous 6 months of any event
- 5 Takeoff and landings within 90 days of any event

- Each rookie applicant will submit flying resume for review
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Chapter 3: The Racing Biplane: Aircraft Systems & Performance (BARC Specifications)

3.1 Biplane Definition and General Design Requirements

- Must conform to BARC's official biplane definition (upper and lower wings, fixed gear, single engine, etc.)
- Wing area (minimum 75 sq. ft.), distribution (no less than 45% on the lower wing), and required overlap.
- Conventional tail assembly with fuselage-mounted stabilizers.
- Minimum and maximum empty weight limits per BARC Tech Rules.
- Upright seating position; prone cockpit designs prohibited.

3.2 Engine Management: Approved Engine Types & Modifications

- Single-seat biplanes: Up to 364 cubic inches (parallel or angle-valve style, certain modifications allowed).
- Two-seat biplanes: Up to 560 cubic inches (must remain within factory or conforming specs).
- Permissible modifications (cams, compression ratios, ignition systems) as per BARC Tech Rules.
- Strict prohibition of forced induction (no super/turbochargers, nitrous, or other pressurization devices).
- Mandatory safety cable for engine retention.

3.3 Aircraft Systems: Mandatory Equipment & Cockpit Visibility

- At least one operable two-way VHF radio for ground and air communications.
- Cockpit design ensuring ~270° horizontal and 140° vertical visibility.
- Fixed, non-retractable landing gear with minimum tire dimensions and functional brakes.
- Approved fueling systems, designated fuel grades, and no unauthorized additives.

3.4 Performance Characteristics & Structural Limits

- Adapting for race location conditions (density altitude, high temperatures, desert environment).
- Calculating the effect of altitude on engine performance and control authority.
- Load factor considerations during tight, high-speed pylon turns.

- Ensuring a tested flight envelope to comply with BARC Tech Rules.

3.5 Approved Modifications: Propellers, Wings, Landing Gear, Structural Components

- Single-seat biplanes typically restricted to fixed-pitch props; two-seat may use constant-speed.
- Wing modifications subject to minimum area, structure, and aerodynamic integrity.
- Gear must remain fixed; modifications to lighten or streamline gear must meet Tech Rules.
- Documented and inspected by BARC Tech Inspectors.

3.6 Flight Testing Requirements

- Minimum of 5 flight hours in the final racing configuration (logged in aircraft records). All FAA testing requirements must be complied with.
- Demonstrate specific maneuvers such as 4G pull-ups, 110% Vh dives, and standard rolls.
- Document results in the aircraft's logbook, with sign-off by authorized inspectors.

3.7 Technical Inspections

- Conducted by the designated BARC Tech Inspector or Deputy.
- Includes airframe, engine, avionics, documentation, and flight demonstration review.
- Spot checks may occur at any time; post-race inspection required for top finishers.
- Violation or unapproved modifications can result in disqualification and possible suspension.

Chapter 4: Pylon Racing Techniques: Mastering the Course

4.1 Course Layout & Terminology

- Biplane racing is conducted on a closed race course under authorization by BARC as a class, an Air Race Organization (ARO) such as RARA, and the FAA. The course typically used by biplanes is to the IF1 standard of a 3.19 mile oval course, but is not limited by it. Other courses (such as T-6, or Sport) may be used if available and approved by the ARO.
- The race course is "closed course racing" around a series of pylons. Home pylon is the start/finish line, and the race is run around numbered pylons. In the IF1 oval course, the

pylons are numbered #1-6, with three pylons representing the turns at the ends of the oval course.

4.2 Optimizing the Racing Line

- **“Proper Course”** Proper course must be maintained. Proper course is defined as the course an aircraft would optimally fly in the absence of any aircraft that follow. Offensive maneuvering such as “boxing turns” or a course flown intentionally wide or high with the intent to affect or disrupt other aircraft will be met with disqualification for the heat and potential other administrative action depending on the severity. Balance speed, altitude, turn radius, and positioning for the most efficient lap. The fastest lap is typically close to the pylons to minimize ground track.
- Pylon cuts will incur time penalties which will affect positioning and scoring. Pylon cut penalties will not ruin your race! If you suspect you are cutting a pylon, DO NOT maneuver or “jink” to miss the cut. Take the penalty and fly your best course. Excessive maneuvering has proven to be a risk with mishaps that have resulted in both G-Induced Loss of Consciousness and in Mid-air collisions.
- Abrupt maneuvering can also lead to accelerated stalls or over-stress conditions.

4.3 Techniques for Efficiency and Safety

- Many racers are at full throttle for the duration of the race. However it is perfectly acceptable to manage power as required for positioning and passing. Be mindful of maneuvering that may be required in the event of a mayday.
- Monitor engine performance for any exceedances of limitations for your aircraft. Cylinder head temperatures can climb rapidly in the racing environment and must be monitored closely, including other engine health parameters such as oil temperature and EGT. Aural alarms and or lights to indicate user-defined limitation exceedances have proven to be highly effective resources for engine management while racing.
- Avoid abrupt maneuvers that can lead to accelerated stalls or over-stress conditions.

4.4 Managing Altitude and Speed Variations

- Many of the common biplane types have a floating tendency in the turns. This is inefficient, and provides for an unstable platform for those that may be on your wing. Light application of “bottom rudder” is a typical technique for mitigating this problem.
- Minimize unnecessary climbs or descents that reduce overall speed.

4.5 G-Force Management Techniques

- G-Induced Loss of Consciousness (G-LOC) is a rapid killer, particularly in the low altitude environment. There are many factors that contribute to a G-LOC event. This portion of the manual is for awareness and general techniques only and is not

considered the source document regarding G awareness training. Age, fitness, hydration, fatigue, medication, training, rapidity of onset, anti-G strain maneuver use and efficacy are some of the contributing factors that differ between a successfully navigated high G event and G-LOC, grey out, or red-out.

- A basic technique for an anti-G strain maneuver is to clench the muscles in your body in sequence from your legs to your abdomen. This prevents blood pooling in your lower extremities, and works to maintain an oxygen supply to the brain. Anti-G straining is more effective if initiated prior to G-onset. Racing is NOT the time or place to get “training” on the anti-G strain maneuver. BARC screens applicants that may not have much biplane experience for this reason, as a large portion of biplane flying is typically aerobatics.

4.6 Race Strategy & Passing

- When flying in close proximity to other biplanes on the course, be acutely aware of your proximity to the other aircraft. In general, the racing environment is dynamic, with speed and starting positions separating aircraft naturally. There are times when aircraft are incredibly closely matched. When two or more aircraft become tightly grouped, it is important to identify your “lane” and to hold to it as much as possible until a safe pass can be made. Keeping the “lead” aircraft in sight is imperative. When turning, this requires “stacking” in order to put the lead aircraft visually between your wings, and to keep them there. Do not maintain altitude in an “echelon” turn. You will lose visibility and both aircraft pose risks to each other in this case by either aircraft having a turn radius adjustment.
- Constant consideration must be given to an “escape” if required in the event of a mayday of any kind. The simplest method to ensure constant escape ability is to clear your lift vector. If your lift vector is clear, you should generally be able to escape without issue. When escaping the course, climb above the course to 1500’ AGL and
- When setting up for a pass, study your opponent. Fly close enough to observe their line, but not so far that you lose your potential advantage in the turns. If you cannot achieve sufficient passing distance of four aircraft lengths (usually on the straightaways), maintain your position and continue to chase. If you have the speed advantage, as long as you pass home pylon before the other airplane you will have successfully passed them. Do not jeopardize the safety of yourself or others for the sake of a position change!
- When being overtaken and a pass is successfully made, there is an increased risk for a wake turbulence encounter. Every airplane seems to have unique wake characteristics. Turning wake turbulence typically of greater intensity than straight-and-level wake, as would be expected from the increased wing loading. Wake turbulence has the capacity to roll your aircraft into an upset/unusual attitude in an instant. When passed, consider changing your position in relation to the new lead with respect to their wake. Rudder may be necessary to help roll the aircraft to wings level in the event of a severe upset.

- Passing in a turn is possible, but extremely difficult without a significant differential in speed. In general, nearly 15 mph difference is needed to make a good clean pass.
- **Four aircraft lengths are the minimum for a safe pass.** If a pass is protested for being unsafe or too close, all available resources, such as ground based and airborne video footage will be reviewed.
- When passing, announce your pass (“**Race XX, Passing Race X**”) over the radio. The aircraft being passed is not required to respond.
- Passing
- Defensive flying to avoid mid-air collisions.
- Planning passes, anticipating wake turbulence, and maintaining visual contact.

4.7 Emergency Management

- Fly the aircraft first! In the event of an incident or situation that predicates a Mayday, fly the airplane away from the hazard. Manage your energy and decision making to recover the airplane as well as can be managed. When able, and at the soonest opportunity while managing your emergency, make a mayday call with (“ RACE XX, MAYDAY, with intentions”) If you can’t get your intentions out as to where you will recover the aircraft right away, that is ok, but DO get a Mayday call out as soon as practical. Crash Fire Rescue needs to know where to meet you. If you are unable to make a mayday call, one will be made for you when you are observed climbing off the course without any radio transmissions.
- The ARO will cover location-specific emergency management standards and expectations at the mass-in brief prior to commencement of operations.

Chapter 5: Organizational Structure & Bylaws Overview

5.1 Mission & Purpose

The Biplane Air Racing Class (BARC) exists to preserve, promote, and advance the tradition of biplane racing. The organization serves as the governing body for safety, competition, education, and community engagement within the sport. All activities are conducted under the principles of:

- Safety First
- Competitive Excellence

- Community Building
- Preservation of Legacy
- Aviation Education

5.2 Corporate Structure

- Legal Incorporation Date: 16 March 2024
- Principal Office Location: 516 Cafferty Rd, Erwinna, PA 18920
Records including bylaws, minutes, and incorporation documents shall be maintained at this address.

5.3 Board of Directors and Officers

BARC is governed by a Board of Directors consisting of 7 to 12 members, including the following core Officers:

- President
- Vice President
- Secretary
- Treasurer
- Operations Officer
- Technical Officer
- Rules Officer

Additional Directors may be elected by the Membership. All Directors must be BARC Members in good standing.

Elections occur biennially through a structured nomination and voting process, and all Officers serve 2-year terms. No Officer may hold more than one office concurrently.

5.4 Officer Responsibilities

President

- Presides over meetings
- Signs contracts
- Exercises general supervision of all BARC activities

Vice President

- Assumes presidential duties in absence
- Executes tasks as assigned by the Board

Secretary

- Maintains all corporate records and meeting minutes

- Distributes notices and election materials

Treasurer

- Manages financial records, reports, and banking access
- Ensures at least one additional Officer is a co-signer on all accounts

Operations Officer

- Organizes and oversees race operations
- Administers member accreditation and licensing
- Issues interpretive rulings when necessary

Technical Officer

- Directs inspections and technical compliance
- Provides design consultation
- Issues binding technical rulings

Rules Officer

- Publishes and maintains all procedural and technical rules
- Manages all formal rule changes
- Acts as the final authority on rule interpretation unless overruled by consensus or process

5.5 Membership Classes & Criteria

Membership in BARC is structured into three distinct categories:

1. Racing Members
 - Current/past biplane pilots or majority owners
 - Full voting rights and race number reservations
2. Rookie Members
 - In training, under supervision of Operations Officer
 - No voting rights until completion of accredited race
3. Supporting Members
 - Technical staff, race crew, officials, or aspiring rookies
 - No voting rights
 - May reserve race numbers (fee applies)

All members must sign and uphold the Good Conduct Agreement and maintain "good standing" (dues paid, no disciplinary actions) to retain privileges, including eligibility to race.

5.6 Meetings & Voting

- Biannual Meetings: Held in spring and fall, virtually or in-person
- Special Meetings: May be called by the President or Board
- Voting: May occur electronically, in person, or by proxy. A neutral election committee oversees all results.

Meeting agenda includes:

- Officer/Director elections
- Financial and operational reports
- Resolution of old business
- Opportunity for member input

5.7 Rule Changes & Amendments

Rule Changes may be initiated in the following ways:

- By Rules Officer with Executive Officer approval and membership vote
- By Petition with 1/3 member support and 2/3 majority vote
- Temporary Rules may be enacted by unanimous vote of pilots at a race site
- Executive Veto of changes can be overridden by Member vote

Bylaw Amendments require:

- Majority vote of Members (or quorum), except changes to the number of Directors (requires 2/3 vote)
- Board may amend bylaws but must submit changes to the Members within 30 days for ratification

5.8 Financial Management

- The Board shall designate authorized financial institutions and signatories
- Minimum of two authorized signers per account
- Investments may be held in various forms at the discretion of the Board
- Fiscal Year runs from January 1 to December 31

5.9 Insurance & Indemnification

- BARC will maintain Directors & Officers Liability Insurance and General Liability Insurance
- Directors and Officers may be indemnified to the fullest extent allowed by law against claims related to their service

Appendix A:

Member Code of Conduct All BARC members must commit to and abide by the following principles:

- Safety First: Reckless or careless behavior is prohibited and may result in expulsion
 - Sportsmanship: Conduct must reflect fairness, respect, and the spirit of competition
 - Compliance: Rules and decisions by the Rules Committee are final and binding
 - Dispute Resolution: All conflicts will be resolved through mediation, not litigation
 - Professional Behavior: Represent the class with integrity and respect
 - Class Delegate Role: Members are ambassadors of BARC and must actively contribute to its reputation and growth
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Chapter 6: PRS Training Curriculum

This chapter incorporates key lessons from both BARC and IF1 training materials. While the BARC class uses the same course layout as Formula One in Roswell, we differ mainly in **starting procedures** and certain **engine/airframe specifications**. Most other rules, flight maneuvers, and safety considerations remain closely aligned. We maintain a close relationship with the class, and

6.1 Pilot & Aircraft Requirements

- **Pilot Requirements:**
 - Private Pilot License (minimum), tailwheel endorsement required.
 - A **Class 2 Medical Certificate** current within 6 months of the race date.
 - 500 hours total PIC; shortfall must be compensated by additional hours in type (10 hours in type for every 100 hours under 500).
 - Must be physically fit, mentally prepared, and demonstrate currency in emergency procedures.
 - Race attire: helmet recommended (visor strongly encouraged), fire-resistant suit, gloves.
- **Aircraft Requirements:**
 - Must meet all BARC Tech Rules for biplanes (engine displacement, prop type, wing requirements, fixed landing gear, etc.).
 - Up-to-date documentation: Airworthiness certificate, registration, weight and balance, operating limitations.
 - Thorough compliance with mandatory Tech Inspection items prior to flight.
- **Flagger Requirements:**
- Flaggers may be any BARC member who has attended PRS. A flagger is not required to have flown the course. Minimum experience is any FAA certificate. A review of starting procedures with a PRS instructor is required before any starting event. These academics

are covered during PRS and will be additionally briefed before the commencement of any race event.

6.2 PRS Training Objectives

- **Fundamentals of Low Altitude Flight:** Maintaining safety margins near the ground.
- **Non-Cooperative Formation Awareness:** Understanding that racing is effectively a formation of multiple aircraft maneuvering at high speed.
- **Pylon Air Racing Principles:** Introduction to racecourse layout, procedure rules, safe pass execution, and reading other competitors.
- **Race Course Familiarization:** Understanding local Roswell constraints, show lines, pylon geometry, and unique desert conditions.
- **Safety & Racing Mindset:** Emphasizing discipline, rule adherence, clear communication, and swift decision-making.

- **Location Specific Procedures: (Hosted in PRS Briefing and per ARO guidance)**

6.3 Training Maneuvers & Expectations

During PRS, rookie pilots must successfully demonstrate the following maneuvers: A rookie pilot is someone who has never held a Racing License in the Biplane Class.

1. **Race Takeoff:**
 - Full power from standstill, track straight within ± 10 ft lateral deviation.
 - Transition to climb or course entry with positive control.
2. **Rolls:**
 - Left roll and right roll at or above 1,500 ft AGL.
 - No more than 50 ft altitude loss in each roll.
 - $\frac{1}{2}$ roll left, $\frac{1}{2}$ roll right, demonstrating confident control transitions.
3. **Pylon Course Laps:**
 - Minimum of 3 laps at race speed.
 - Maintain consistent altitude in turns (no significant climbing in turns), no abrupt changes.
 - Observe BARC passing rules—always pass outside unless extreme spacing exists.
4. **Formation Flying & Passing Techniques:**
 - Recognize that air racing is uncooperative formation; each pilot is both “lead” and “wingman.”
 - Maintain “proper course” and avoid abrupt maneuvers that could compromise safety.
 - Understand how to manage contract changes during a pass.
5. **Normal Landing:**
 - Positive directional control at all times.
 - Reasonable amount of runway used.

- Safe transition off active runway for taxi.

6.4 Race License & Renewals

- **Duration:** Once granted, a BARC Racing License is valid for 24 months plus an extension to the end of that calendar year (e.g., license issued 10 June 2025 is valid until 31 Dec 2027).
- **Renewals:**
 - May require a partial re-check ride if pilot has not raced in more than one season.
 - Can be revoked at any time if BARC observes unsafe flying or serious rule violations.
 - Penalties include probation periods, letter of reprimand, or lifetime suspension for repeated offenses.

6.5 Tech Inspections & Pre-Race Requirements

- All PRS participants must present aircraft documentation (airworthiness, registration, operating limitations, logs) before flight.
- Tech Inspectors validate compliance with BARC Tech Rules, verifying modifications, weight and balance, and overall airworthiness.
- A final sign-off is issued once the aircraft passes inspection, after which the pilot can proceed with training flights.

6.6 Starting Procedures

- **Simultaneous Start** (Typical BARC Method):
 - Up to eight aircraft per class
 - 50' of runway width per aircraft. Starting grid is typically is 2x2x2x2 for a full field with 100' wide runways, and 3x3x2 for 150' wide runways. These are general guidelines and can be adapted for site-specific needs.
 - Credentialed Crew may help position the aircraft on the runway. They may stay in the vicinity of the aircraft, observing proper propeller awareness with the engine running. This may include holding the aircraft by the I-Struts or fixed tail surface during engine run-up.
 - Red flags at T-5 minutes, switching to green at T-10 seconds.
 - Pilots typically give hand signal warnings for the number of minutes remaining until start. Pilots are informed of timing over the radio.
 - Ground crew are to depart their supported aircraft and the runway NLT the two minute warning.
 - Aircraft are under the control of BARC while positioning and pre-start. At the drop of a green flag, responsibility for the aircraft for whom the flag dropped transfers to Race Control and to radio-equipped safety observers.
 - Row One aircraft launch on green flag drop.
 - The race is considered active once the first aircraft crosses the home pylon.

- Row Two (and subsequent rows) launch at Row Flagger's discretion with a minimum of four seconds between flag drops.
- A standard time handicap of four seconds will be applied to each row of aircraft when scoring/ timing the race. (**Example:** Row 2, - 4 second handicap, Row 3, -8 second handicap)

6.6 Scoring and Purse Distribution

- **Scoring**

- BARC scoring is a points-based system, per class. Points are assigned based on qualifying time and finishing position in each heat as posted by the Scorer.
Example: Silver Heat 1B: 1st place receives 1 Point, 2nd place receives 2 pts, etc. Points are tallied at the conclusion of the racing event. Final placements are determined by all awarded points from the event. In the event of a tie, qualifying times will be used as a tie-breaker.

- **Purse Distribution**

- BARC will not take any "cut" of any prize money. Purse value fluctuates based on the number of aircraft that successfully register and race as determined by the Air Race Organization. Distribution formula may vary based on the event. Purse distribution is limited to no more than 10% of total purse to 1st place in the Gold, and no less than 1.5% to the last place. Last Place in Gold winnings will be greater in value than 1st place in Silver. Last place in Silver will be greater in value than last place in bronze.

BARC also observes the possibility of a **Delay** or **Abort** call if conditions demand. Aborting takeoff does not necessarily abort the entire race unless the runway is fouled.

6.7 Pylon Racing Procedures & Threats

- Pilots learn real racecourse scenarios, including flags (yellow, green, white, checkered, black), typical hazards (engine failures, wake turbulence, runway collisions), and proper passing technique.
- Emphasis on consistent, predictable flight paths, minimal altitude changes, and safe passing rules.
- Detailed coverage of *mayday* protocols, reinforcing the pilot's responsibility to call emergencies promptly.

6.8 Event Logistics & Crew Coordination

- Ramp security is taken very seriously. Display of proper badging and credentials is strictly enforced. Many security personnel are volunteers. Be kind when asked for your ID or access privileges. Specific location rules will be covered in the mass in-brief.
- Fueling may not be done in a group hangar/pits.
- Daily briefings are mandatory and must be attended if you wish to fly. There are no passes for missing a briefing.
- Crew members are responsible for push-outs, canopy checks, and ensuring the aircraft remains airworthy.
- Encouraging teams to plan for on-site repairs, share hangar space, and practice respectful “social skills.”

6.9 Successful Completion

- Upon demonstration of all required maneuvers and a thorough understanding of race procedures, pilots receive or renew their BARC Racing License.
 - Pilots are encouraged to continue practicing advanced maneuvers, especially formation-like flying in a race environment, to refine skills and maintain readiness.
-