

The Contract

(The promise)

“Formation is a mixture of symmetry, brotherhood, and discipline”

In order to properly fly formation safely there are a number of responsibilities that must be understood and accepted by each flight member. These items are too numerous to be briefed before each flight but must be clear and accepted by each person depending on their position in the flight line up. This writing is to enumerate the tasks that are accepted, by each member, on every flight **without fail**.

The flight lead has the following responsibilities:

1. Brief all flight members covering enough detail to insure the flight will proceed orderly from engine start to engine shut down. Consideration to flight experience and competence must be given.
2. Navigation of the flight. This includes taxiing, line up on the runway, T/O interval, Frequency changes, Join-up, flight tasking, en-route formation, airport arrival, traffic pattern and landing sequence.
3. Avoiding conflict with traffic and other airplanes.
4. Monitoring the flight members to insure the briefed items are being performed as required.
5. Execute the flight per the briefing.
6. Discontinuing maneuver if it appears that a danger is looming.
7. Overall conduct and outcome of the flight.
8. Fly Smoothly.

The wingmen have the following responsibilities:

1. Obtain the briefing prior to flight.
2. Be ready to take over the flight if the lead has problems that prevent him from remaining flight lead.
3. Call out, on the radio, other traffic observed.
4. Listen intently to the communication and respond correctly when appropriate.
5. Execute the flight maneuvers per the briefing.
- 6. NEVER LOOSE SIGHT OF THE FLIGHT LEAD.**
7. Advise lead IMMEDIATELY if you do loose sight of lead.
8. Always keep a good plan about overshooting during join-up.
9. Fly the best that you can.

Race Start and Passing:

1. The race start is the most difficult and dangerous aspect of racing, and requires the utmost attention and absolute adherence to the contract.
2. The start phase begins at the release point and continues until aircraft have reached full race speed while in their respective start positions, and have passed Outer Pylon 4.

3. Each pilot is responsible for maintaining their start lane, and for maintaining separation from the aircraft to their left. This responsibility continues even if an aircraft accelerates to a position forward of aircraft to its left.
4. Faster aircraft are typically to the left in the start phase, and aircraft accelerate at different rates. Pilots must be cognizant of this fact, and respect the lane of the faster aircraft to their left. A significant potential problem exists at this point, because the pilot on the left is clearing to their respective left, and is not looking for an aircraft on their right. Therefore, if an aircraft encroaches into the start lane of an aircraft to its left, there is decreased separation, and a "startle factor" for the pilot to the left that must be acknowledged.
5. Race rules dictate that the passing aircraft must have nose to tail separation and be opening to safely and legally complete a pass. Due to the speed dynamics and varied acceleration rates in the start phase, opening rates are difficult to judge.
6. During the start phase, the pilot of an aircraft on the right that feels he is in a position to pass, must call his position to the aircraft being passed, and must respect the flight path of the aircraft on the left until such time as the passed aircraft gives the passing aircraft a verbal "CLEAR" call on the radio.
7. During the start phase, unless a verbal "Clear" call is received, the aircraft attempting to pass must ensure that the lane for the aircraft he is attempting to pass remains clear until both aircraft have passed Outer Pylon 4.