

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

June 1, 2012

AIRWORTHINESS

Group Chairman's Factual Report

WPR11MA454

Attachment 9 – RARA Entry Forms and Correspondence
(25 pages)

Rec June 30 12:59:08

Not Late A



2009 ENTRY FORM

Entries must be received no later than Monday, June 30, 2009. This Entry Form must be filled out completely and mailed, faxed, or emailed (Visa or Master Card are acceptable) with the full entry fee payable to:

Reno Air Racing Association

14501 Mt. Anderson Street, Reno, NV 89506, fax: (775) 972-6673, email: dwelkel@airrace.org

A separate set of entry forms must be submitted for each aircraft entered. No aircraft may be flown in more than one class.

ENTRY FEES:

UNLIMITED-\$600.00; T-6 & SPORT (identify Super Sport entry), & JET, -\$500.00; F1 & BIPLANE-\$400.00

ALTERNATE PILOT PROCESSING FEE (Includes each alt. pilot on every plane, regardless if already racing)-\$100.00

All entries received by Monday, June 30, 2009 will be considered "on-time". Any entries accepted after Monday, June 30, 2009 will be considered conditional. All entries must also submit a fully completed entry package no later than Friday, July 31, 2009 to retain their status. (A completed entry package must include all required Entry Information, Pilot/Alt Pilot (if applicable) Information, Aircraft Information and photos as identified in the 2009 Entrant's Checklist.)

Note: RARA is not permitted to use any past documents. All entrants must submit all new paperwork unless you attended PRS 2009 and that paperwork is current through September 21, 2009

If conditional entries are accepted, they will be subject to a \$100.00 conditional filing fee. A \$100.00 processing fee will be charged for any entry withdrawn after it has been certified as accepted. A \$100.00 processing fee will be charged for any changes made to an entry after the June 30th deadline (i.e. race numbers, plane names, owners, pilots, etc.)

The undersigned hereby applies for entry in the UNLIMITED Class. I enclose \$ 600.00, which is the full entry fee for the event. I understand that the closing date for entries is Monday, June 30, 2009 and that all paperwork must be received no later than July 31, 2009.

Pilot Name: JIMMY LEEWARD Alternate Pilot Name: _____
(If applicable, please enclose the \$100 Alternate Pilot Processing Fee with Entry)

Phone Number: [REDACTED] *can't be #9 is cloud Dances*

I am entering the following aircraft in the 2009 National Championship Air Races:

Plane Name: BALLUPING GHOST Race #: 91 N #: 179911 Type: P-51

I hereby certify that I will adhere to the 2009 Rules of Competition of the National Championship Air Races, as published by the Reno Air Racing Association, Inc., and abide by the decision of its race officials. I further waive any right of protest based on errors, conflicts, or changes embodied in the Official Rules of Competition and the requirements for safe and orderly conduct of the National Championship Air Races. I certify that I will accept the decision of the Contest Committee as final, and I specifically waive all rights to pursue a review of any such decisions by action in the Courts of Nevada or elsewhere.

JAMES LEEWARD

[REDACTED SIGNATURE]

July 30 2009

Method of Payment: Check Attached

Please charge my VISA/MasterCard:

Card Number: [REDACTED]

Expiration Date: [REDACTED]

Signature: [REDACTED]

Race #177



JUL 31 2009

2009 ENTRY FORM

Entries must be received no later than Monday, June 30, 2009. This Entry Form must be filled out completely and mailed, faxed, or emailed (Visa or Master Card are acceptable) with the full entry fee payable to:

Reno Air Racing Association
14501 Mt. Anderson Street, Reno, NV 89506, fax: (775) 972-6673, email: dweikel@airrace.org

A separate set of entry forms must be submitted for each aircraft entered. No aircraft may be flown in more than one class.

ENTRY FEES:

UNLIMITED-\$600.00; T-6 & SPORT (identify Super Sport entry), & JET, -\$500.00; F1 & BIPLANE-\$400.00

ALTERNATE PILOT PROCESSING FEE (Includes each alt. pilot on every plane, regardless if already racing)-\$100.00

All entries received by Monday, June 30, 2009 will be considered "on-time". Any entries accepted after Monday, June 30, 2009 will be considered conditional. All entries must also submit a fully completed entry package no later than Friday, July 31, 2009 to retain their status. (A completed entry package must include all required Entry Information, Pilot/Alt Pilot (if applicable) Information, Aircraft information and photos as identified in the 2009 Entrant's Checklist.)

Note: RARA is not permitted to use any past documents. All entrants must submit all new paperwork unless you attended PRS 2009 and that paperwork is current through September 21, 2009

If conditional entries are accepted, they will be subject to a \$100.00 conditional filing fee. A \$100.00 processing fee will be charged for any entry withdrawn after it has been certified as accepted. A \$100.00 processing fee will be charged for any changes made to an entry after the June 30th deadline (i.e. race numbers, plane names, owners, pilots, etc.)

The undersigned hereby applies for entry in the UNLIMITED Class. I enclose \$ 600.00, which is the full entry fee for the event. I understand that the closing date for entries is Monday, June 30, 2009 and that all paperwork must be received no later than July 31, 2009.

Pilot Name: JIM M. LEEWARD Alternate Pilot Name: _____
(If applicable, please enclose the \$100 Alternate Pilot Processing Fee with Entry)

Phone Number: [REDACTED]

I am entering the following aircraft in the 2009 National Championship Air Races.

Plane Name: GALLONS ON WAST Race #: 107 N #: 1991 Type: P-51

I hereby certify that I will adhere to the 2009 Rules of Competition of the National Championship Air Races, as published by the Reno Air Racing Association, Inc., and abide by the decision of its race officials. I further waive any right of protest based on errors, conflicts, or changes embodied in the Official Rules of Competition and the requirements for safe and orderly conduct of the National Championship Air Races. I certify that I will accept the decision of the Contest Committee as final and I specifically waive all rights to pursue a review of any such decisions by action in the Courts of Nevada or elsewhere.

JAMES LEEWARD [Signature] July 30 2009
Print Name Pilot/Aircraft/Owner(s) Signature Date

Method of Payment: Check Attached Please charge my VISA/MasterCard:

Card Number: ### Expiration Date: [REDACTED] Signature: [REDACTED]

[REDACTED]



2009 Race Participant Checklist

Pilot: Jimmy Leeward

Owner: _____ A/C Name: Galping Ghost # 177

Class: Unl A/C Type: P-51 #: 7901

N/A FAARARA RARA
Board Office

"On Time"
But not good
for races.

Alternate Pilot - Name: _____ Date: _____

Alternate Pilot - Name: _____ Date: _____

On RARA Approved Racer List

crew: 7/31

FRONT LEFT - Checklist and Entry Forms

Credential Request - Date: 7/31

Payment for Extra Credentials - Date: _____

Entry Form - Date: 6/30

Payment for Entry (Entry Fee, Late Fee, Alt. Pilot Fee(s)) - Date: 6/30

Prize Money Payment Info - Date: 7/31

Pit Merchandise Sales - Date: 8/5 Not Selling

FRONT RIGHT - Pilot Docs & Forms

Pilot Data - Date: 7/31

Proof of Insurance (lists RARA, pilot, owner) - Date: 7/31

Release of Liability (pilot, owner) - Date: 7/31

Pilot Medical Information - Date: 7/31

Pilot Medical Certificate - Date: 7/31

Pilot's Certificate (Experimental Rating, Photo ID) - Date: 7/31

Biennial Flight Review - Date: 7/31

MIDDLE LEFT - Backup From Pilot

MIDDLE RIGHT - Backup From RARA

FAA Aircraft Registration Printout - Date: 8/3/09

BACK LEFT - Aircraft Docs

Aircraft Registration - Date: 7/31

Aircraft Airworthiness Certificate - Date: 7/31

Operating Limits (if required) - Date: 7/31

Annual Condition Inspection - Date: _____

BACK RIGHT - Aircraft/Safety Forms

Aircraft Data and Safety Data Information - Date: 7/31

Safety Data Diagram - Date: 7/31

LYNNE AT DRGM

Pilot Photos emailed 8/5

Aircraft Photos emailed 8/4

Entry Package Complete

FAA Operations: _____ Date: 8/13/2009

FAA Airworthiness: _____ Date: _____

Clarence: _____ Date: _____

RARA Board: _____ Date: 8/13/09

RARA Office: _____ Date: _____



2009 AIRCRAFT DATA AND SAFETY DATA INFORMATION

This form will be required unless you submitted it for this aircraft for the 2009 Pylon Racing Seminar.

No change from 2009 PRS entry. Initial: _____

Race Class: Unlimited Race #: 177

Name of Plane: Galloping Ghost Registration #: N79111

Aircraft Make: North American Model: P-51

Aircraft Color: Silver and Gray Aircraft Previously Approved for Racing? Yes No

Wing Span: 28 Oxygen System: Yes No

Engine Make: Rolls Royce Cubic Inch Displacement: 1650

Have any "major changes" as defined by FAR 21 Sec. 21.93(a) or "major alterations" as defined by FAR 1.1 been incorporated since the last time the aircraft raced at Reno (or within the last two 100 hour/Annual/Condition Inspections for those aircraft who have never raced at Reno)?

(*For Special Airworthiness Certificates - please refer to your Experimental Operating Limitations for restrictions)

BATTERY: Yes or No

Type: Sealed

Quantity: Two

Location: Tail

FLUIDS, i.e. Fuel, ADI, Oil:

Type: Fuel Type: ADI 140

Quantity: 140 Gal Quantity: 140 Gal

Location: Left Wing Location: Right Wing

ESCAPE SYSTEM:

Right Side of Cockpit at yellow arrow. Open Small Door reach in & release canopy must lift off.

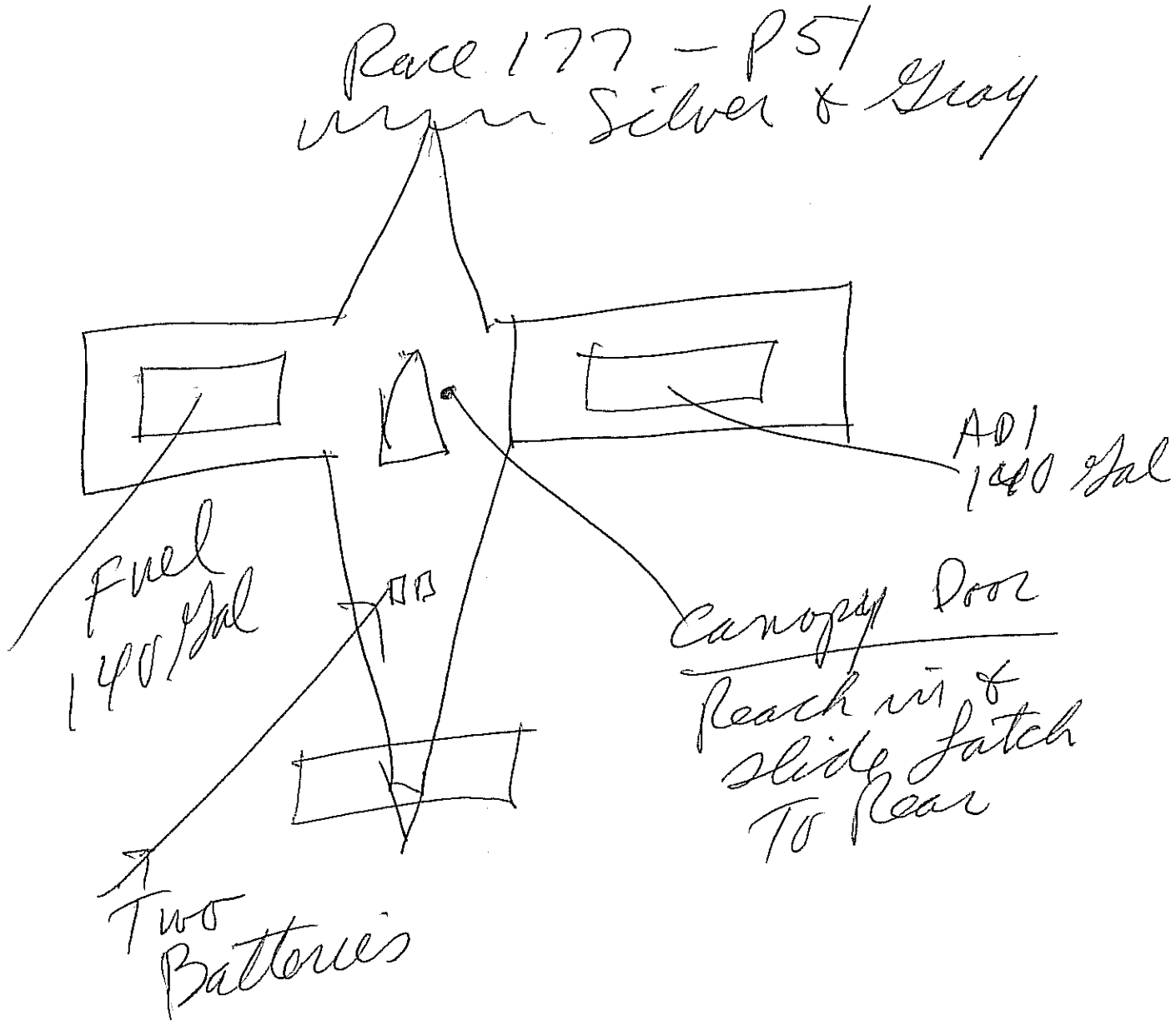


2009 SAFETY DATA SHEET DIAGRAM

If there is no change in this information 2009 PRS entry, you do not need to complete this page.

PLEASE PROVIDE A TOP AND SIDE VIEW SKETCH OR PHOTOGRAPH OF AIRCRAFT. NOTE LOCATION OF BATTERY, FLUIDS AND ESCAPE SYSTEM.

No change from 2009 PRS entry. Initial: _____





2009 PILOT DATA

Pilot Name: Jimmy Leeward	Race Class: Unlimited
Home Telephone: [REDACTED]	Daytime Telephone: [REDACTED]
Cell Telephone: [REDACTED]	FAX Number: [REDACTED]
Mailing Address: [REDACTED]	Participant's Beneficiary*: Bette L. Leeward
City/State/Zip: Ocala, FL 34478-1476	Beneficiary's relation to pilot*: Spouse
E:mail: [REDACTED]	SS #: [REDACTED]
Age(must be 21): 59	Occupation: Real Estate Developer
FAA Certificate #: [REDACTED]	Years as Pilot: 30
Certificate Type: Commercial	Class and Date of FAA Physical: Class II
Total Pilot Hours: 13,700	Time in Entered Race Aircraft: 2500+
Pilot Hours in last 90 days: 40	Time in Make & Model: 2500+
Year Last Competed in Reno and Class: 2007 Unlimited	Year Last Attended Pylon Racing Seminar and Class:
Pilot Signature: [REDACTED]	Date: July 22, 2009

***This is critical information; unless otherwise stated, the estate will be designated beneficiary.**

***New Requirement: Foreign Pilots must provide a current/valid pilot license issued by their country and present photo identification from their country such as a valid Passport or Drivers License. This photo identification must be in the pilot's possession or readily accessible in the aircraft when exercising the privileges of that pilot certificate.

All new photos must also be received by July 31, 2009 as part of a complete entry package to retain your entry status.

- I would like to use the same photos as last year for the program.**

Sponsors: Please list your sponsors. A maximum of 2 will be included in the program. Please write legibly or type them so we can make sure they are spelled correctly in the program.

- 1) LEEWARD AIR RANCH.COM
- 2) WARBIRD-PARTS.COM



2009 PILOT MEDICAL INFORMATION

If there is no change from your 2009 PRS entry, you do not need to complete this form.

No change from 2009 PRS entry. Initial: _____

PILOT NAME:	James K. Leeward (Jimmy)
NAME OF PERSON TO BE NOTIFIED IN EVENT OF EMERGENCY:	Bette L. Leeward
RELATIONSHIP TO PILOT:	Spouse
TELEPHONE NUMBER:	[REDACTED]
PILOT BLOOD TYPE:	O+
ALLERGIES:	<i>none</i>
SPECIAL INSTRUCTIONS:	<i>none</i>

CERTIFICATION OF FLIGHT REVIEW

The Reno FAA Flight Service District Office (FSDO) has notified the Reno Air Racing Association that, beginning with the 2009 Pylon Racing Seminar, they will no longer collect logbook endorsements as proof of Flight Reviews. All Participants need to fill out the following two forms:

No change from 2009 PRS entry. Initial: _____

FLIGHT REVIEW

I certify that a Flight Review was conducted on 4/3/08 and I meet the requirements of 14 CFR Part 61.56, Flight Review. (24 calendar months)

 (Signature) James K. Leeward 07/22/09
 (Printed Name) (Date Signed)

PASSENGER CARRYING CERTIFICATION

I certify that I will meet the requirements of 14 CFR Part 91.57 Recent Flight Experience: Pilot in Command, 3 takeoffs and landings within the preceding 90 days of the 2009 National Championship Air Races, prior to carrying passengers during a Reno Air Racing Association Waiver.

 (Signature) *N/A* James K. Leeward 07/22/09
 (Printed Name) (Date Signed)



2009 Race Alternate Checklist

Alt. Pilot: JIMMY LEONARD

Owner: _____ A/C Name: CORSAIR #:

Class: _____ A/C Type: CORSAIR F4U-4 N#: 240CA

Pilot: _____

N/A FAARARA RARA
Board Office

"On Time"
But not good
for races.

On RARA Approved Racer List ✳

LEFT - Checklist, Entry Fee, Backup from Pilot
 Payment for Entry (Location: Primary Entry, Alt. Entry) - Date: _____

RIGHT - Pilot Docs & Forms

- Alternate Pilot Data - Date: _____ ✳
- Proof of Insurance (lists RARA, pilot, owner, alt. pilot) - Date: _____ ✳
- Release of Liability (pilot, owner, alt. pilot) - Date: _____ ✳
- Alternate Pilot Medical Information - Date: _____ ✳
- Alternate Pilot Medical Certificate - Date: _____ ✳
- Alternate Pilot's Certificate (Experimental Rating, Photo ID) - Date: _____ ✳
- Alternate Biennial Flight Review - Date: _____ ✳

Alternate Pilot Photo ✳

Primary Package (Signed off by RARA, FAA, RARA Office) ✳

Entry Package Complete
FAA Operations: _____
FAA Airworthiness: _____
Clarence: _____
RARA Board: _____
RARA Office: _____

Date: 09/19/2009
Date: _____
Date: 9/18/09
Date: 9/18/09
Date: 9/19/09



It is my understanding that the Technical/Safety Inspection Committees will inspect all aircraft entered in the 2009 National Championship Air Races, but that such inspection is only for the purpose of determining whether the aircraft complies with all the rules of eligibility of the applicable race class and said Air Races. The approval of the aircraft by said officials does not constitute a representation or warranty of any kind or character whatsoever concerning the mechanical condition of the aircraft, or whether or not it is airworthy.

I/we GLOBAL AVIATION MANAGEMENT designate DOUG MATTHEWS as primary race pilot and

as alternate race pilot(s), and as such are authorized to operate the designated aircraft on my/our behalf for the period September 11 through September 21, 2009 in race competition.

Class: UNLIMITED Plane Registration #: NX240CA Race #: 24

Primary Pilot Signature:

DOUG MATTHEWS  5/30/09
Print Pilot Name Pilot Signature Date


Alternate Pilot(s) Signature:

JIMMY JAMES KLEW  9/19/09
Print Pilot Name Pilot Signature Date

Print Pilot Name Pilot Signature Date

Print Pilot Name Pilot Signature Date

All owners listed on the registration must sign the ROL as owner (even if the owner is also a pilot). If the aircraft is registered to multiple owners, all listed owners must sign. If the aircraft is registered to a company, corporation, etc., please indicate your authority to sign for said organization (i.e., President, CEO, Owner, etc.):

GLOBAL AVIATION MANAGEMENT PRESIDENT  5/30/09
Print Aircraft Owner(s) Name Authority to sign Aircraft Owner(s) Signature Date

Print Aircraft Owner(s) Name Authority to sign Aircraft Owner(s) Signature Date

Print Aircraft Owner(s) Name Authority to sign Aircraft Owner(s) Signature Date

Rec *ML*
9/20/2010



JUL 22 2010

2010 ENTRY FORM

Entries must be received no later than Wednesday, June 30, 2010. This Entry Form must be filled out completely and mailed, faxed, or emailed (Visa or Master Card are acceptable) with the full entry fee payable to:

Reno Air Racing Association
14501 Mt. Anderson Street, Reno, NV 89506, fax: (775) 972-6673, email: dana@airrace.org

A separate set of entry forms must be submitted for each aircraft entered. No aircraft may be flown in more than one class.

ENTRY FEES:

UNLIMITED-\$600.00; T-6 & SPORT (identify Super Sport entry), & JET, -\$500.00; F1 & BIPLANE-\$400.00

ALTERNATE PILOT PROCESSING FEE (includes each alt pilot on every plane, regardless if already racing)-\$100.00

All entries received by Wednesday, June 30, 2010 will be considered "on-time". Any entries accepted after Wednesday, June 30, 2010 will be considered conditional. All entries must also submit a fully completed entry package no later than Friday, July 30, 2010 to retain their status. (A completed entry package must include all required Entry Information, Pilot/Alt Pilot (if applicable) Information, Aircraft information and photos as identified in the 2010 Entrant's Checklist.)

Note: RARA is not permitted to use any past documents. All entrants must submit all new paperwork unless you attended PRS 2010 and that paperwork is current through September 20, 2010

If conditional entries are accepted, they will be subject to a \$100.00 conditional filing fee. A \$100.00 processing fee will be charged for any entry withdrawn after it has been certified as accepted. A \$100.00 processing fee will be charged for any changes made to an entry after the June 30th deadline (i.e. race numbers, plane names, owners, pilots, etc.)

The undersigned hereby applies for entry in the UNLIMITED Class. I enclose \$ 700.00 which is the full entry fee for the event. I understand that the closing date for entries is Wednesday, June 30, 2010 and that all paperwork must be received no later than July 30, 2010.

(\$600 + \$100 late)

Pilot Name: Jimmy Leeward Alternate Pilot Name: _____
(If applicable, please enclose the \$100 Alternate Pilot Processing Fee with Entry)
Phone Number: _____

I am entering the following aircraft in the 2010 National Championship Air Races.

Plane Name: Galloping Ghost Race #: 177 N #: 79111 Type: P-51D

I hereby certify that I will adhere to the 2010 Rules of Competition of the National Championship Air Races, as published by the Reno Air Racing Association, Inc., and abide by the decision of its race officials. I further waive any right of protest based on errors, conflicts, or changes embodied in the Official Rules of Competition and the requirements for safe and orderly conduct of the National Championship Air Races. I certify that I will accept the decision of the Contest Committee as final, and I specifically waive all rights to pursue a review of any such decisions by action in the Co

Jimmy Leeward _____ July 17 2010
Print Name Pilot/Aircraft Owner(s) Signature Date

Method of Payment: Check Attached Please charge my VISA/MasterCard

Card Number: _____ Expiration Date: _____ Signature: _____



2010 Race Participant Checklist

Pilot: Jimmy Leeward

Owner: Aero-Trans Corp. A/C Name: Galloping Ghost # 177

Class: Unlimited A/C Type: P-51D #: 79111

N/A FAA RARA RARA
Board Office

"On Time"
But not good
for races.

Alternate Pilot - Name: _____ Date: _____
 Alternate Pilot - Name: _____ Date: _____

On RARA Approved Racer List
 crew

FRONT LEFT - Checklist and Entry Forms

Credential Request - Date: 7/22
 Payment for Extra Credentials - Date: 7/22
 Entry Form - Date: 7/22
 Payment for Entry (✓ Entry Fee, ✗ Late Fee, ✗ Alt. Pilot Fee(s)) - Date: 7/22
 Prize Money Payment Info - Date: 7/22
 Pit Merchandise Sales - Date: 7/22 Not selling

FRONT RIGHT - Pilot Docs & Forms

Pilot Data - Date: 7/22
 Proof of Insurance (lists ✓ RARA, ✓ pilot, ✓ owner) - Date: 8/24
 Release of Liability (✓ pilot, ✓ owner) - Date: 7/22
 Pilot Medical Information - Date: 7/22
 Pilot Medical Certificate - Date: 7/22
 Pilot's Certificate (✗ Experimental Rating, ✗ Photo ID) - Date: 7/22
 Biennial Flight Review Form - Date: 7/22
 Passenger Carrying Certification Form - Date: ~~7/22~~

MIDDLE LEFT - Backup From Pilot

MIDDLE RIGHT - Backup From RARA
FAA Aircraft Registration Printout - Date: 8/24

BACK LEFT - Aircraft Docs

Aircraft Registration - Date: 7/22
 Aircraft Airworthiness Certificate - Date: 7/22
 Operating Limits (if required) - Date: 7/22
 Annual Condition Inspection - Date: 7/22

BACK RIGHT - Aircraft/Safety Forms

Aircraft Data and Safety Data Information - Date: 7/22
 Safety Data Diagram - Date: 7/22

LYNNE AT DRGM

Pilot Photos use 2009
 Aircraft Photos emailed 8/4

Entry Package Complete

FAA Operations: _____
FAA Airworthiness: _____
Clarence: _____
RARA Board: _____
RARA Office: _____

Date: 08/15/2010
Date: 08/13/10
Date: 8/25/10
Date: 8/25/10
Date: 8/25/10

Completed
8/24/10



2010 AIRCRAFT DATA AND SAFETY DATA INFORMATION

This form will be required unless you submitted it for this aircraft for the 2010 Pylon Racing Seminar.

No change from 2010 PRS entry. Initial: _____

Race Class: Unlimited Race #: 177

Name of Plane: Galloping Ghost Registration #: N79111

Aircraft Make: North American/Aero Classics Model: P-51D

Aircraft Color: Silver Aircraft Previously Approved for Racing? Yes No

Wing Span: 28' Oxygen System: Yes No

Engine Make: Rolls Royce Cubic Inch Displacement: 1550

Have any "major changes" as defined by FAR 21 Sec. 21.93(a) or "major alterations" as defined by FAR 1.1 been incorporated since the last time the aircraft raced at Reno (or within the last 12 calendar months those aircraft who have never raced at Reno)?

(For Special Airworthiness Certificates - please refer to your Experimental Operating Limitations for restrictions)

Yes or No

BATTERY:

Type: Lead-Acid

Quantity: 2

Location: Rear Belly

FLUIDS, i.e. Fuel, ADI, Oil:

Type: ADI Type: Oil

Quantity: 155 G Quantity: 20 G

Location: Left Wing Location: Firewall

ESCAPE SYSTEM:

Right side of fuselage, handle for canopy release.

Open small door 4" x 4" reach in and
slide Red Round Handle forward.



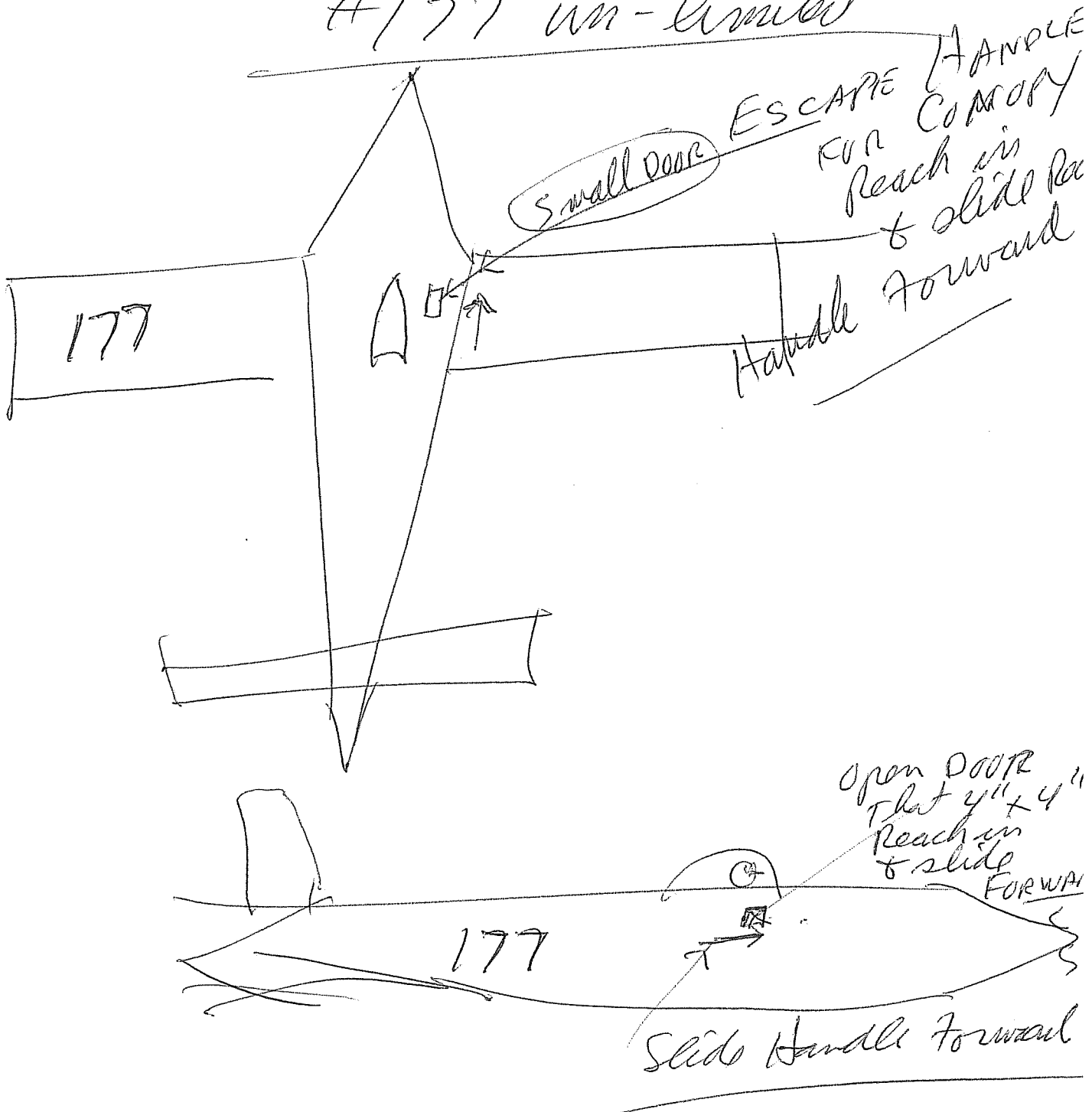
2010 SAFETY DATA SHEET DIAGRAM

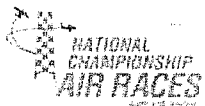
If there is no change in this information 2010 PRS entry, you do not need to complete this page.

PLEASE PROVIDE A TOP AND SIDE VIEW SKETCH OR PHOTOGRAPH OF AIRCRAFT. NOTE LOCATION OF BATTERY, FLUIDS AND ESCAPE SYSTEM.

No change from 2010 PRS entry. Initial: _____

#177 un-limited





2010 PILOT DATA

This form needs to be filled out completely – even if you participated in PRS 2010

Pilot Name: Jimmy Leeward	Race Class: Unlimited
Home Telephone: [REDACTED]	Daytime Telephone: [REDACTED]
Cell Telephone: [REDACTED]	FAX Number: [REDACTED]
Mailing Address: [REDACTED] Ocala, FL 34478-1476	Participant's Beneficiary*: Bette L. Leeward, Spouse
City/State/Zip:	Beneficiary's relation to pilot*:
E:mail: [REDACTED]	SS #:
Age(must be 21): 59	Occupation: Real Estate Developer
FAA Certificate #: [REDACTED]	Years as Pilot: 43
Certificate Type: Commercial	Class and Date of FAA Physical: 2nd Class March 2010
Total Pilot Hours: 13,000±	Time in Entered Race Aircraft: 2500 hrs ±
Pilot Hours in last 90 days: 35±	Time in Make & Model: 2500 hrs ±
Year Last Competed in Reno and Class: 2010	Year Last Attended Pylon Racing Seminar and Class: 2000
Total # of years Competed at Reno: 34	Classes you have raced in: Unlimited
Favorite Hobbies: Flying	Pilot Signat [REDACTED]

***This is critical information; unless otherwise stated, the estate will be designated beneficiary.**

New Requirement: Foreign Pilots must provide a current/valid pilot license issued by their country and present photo identification from their country such as a valid Passport or Drivers License. This photo identification must be in the pilot's possession or readily accessible in the aircraft when exercising the privileges of that pilot certificate.

All new photos must also be received by July 30, 2010 as part of a complete entry package to retain your entry status.

I would like to use the same photos as last year for the program.

Sponsors: Please list your sponsors. A maximum of 2 will be included in the program. Please write legibly or type them so we can make sure they are spelled correctly in the program.

- 1) LEEWARD AIR RANCH. COM
- 2) WARBIRD - PARTS & COM



2010 PILOT MEDICAL INFORMATION

If there is no change from your 2010 PRS entry, you do not need to complete this form.

No change from 2010 PRS entry. Initial: _____

PILOT NAME:	Jimmy Leeward
NAME OF PERSON TO BE NOTIFIED IN EVENT OF EMERGENCY:	Bette L. Leeward
RELATIONSHIP TO PILOT:	Spouse
TELEPHONE NUMBER:	[REDACTED]
PILOT BLOOD TYPE:	O+
ALLERGIES:	None
SPECIAL INSTRUCTIONS:	None

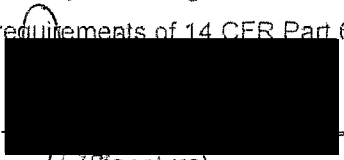
CERTIFICATION OF FLIGHT REVIEW

The Reno FAA Flight Service District Office (FSDO) has notified the Reno Air Racing Association that, beginning with the 2009 Pylon Racing Seminar, they will no longer collect logbook endorsements as proof of Flight Reviews. All Participants need to fill out the following two forms:

No change from 2010 PRS entry. Initial: _____

FLIGHT REVIEW

I certify that a Flight Review was conducted on 4/10/10 and I meet the requirements of 14 CFR Part 61.56, Flight Review. (24 calendar months)


Jimmy Leeward
July 17 2010

(Signature)
(Printed Name)
(Date Signed)

PASSENGER CARRYING CERTIFICATION

I certify that I will document in my pilot records three takeoffs and landings in a (single or multi airplane) within the 90 days preceding the 2010 National Championship Air Races and meet the currency requirements of 14 CFR 91.57 for carrying passengers, prior to carrying passengers during a Reno Air Racing Association Waiver.

Jimmy Leeward

(Signature)
(Printed Name)
(Date Signed)



2011 PILOT DATA

This form needs to be filled out completely – even if you participated in PRS 2011

Pilot Name: Jimmy Leeward	Race Class: Unlimited
Home Telephone: [REDACTED]	Daytime Telephone: [REDACTED]
Cell Telephone: [REDACTED]	FAX Number: [REDACTED]
Mailing Address: [REDACTED] Ocala, FL 34478-1476	Participant's Beneficiary*: Bette L. Leeward, Spouse
City/State/Zip:	Beneficiary's relation to pilot*:
E:mail: [REDACTED]	SS #:
Age(must be 21): 58 74	Occupation: Real Estate Developer
FAA Certificate #: [REDACTED]	Years as Pilot: 43
Certificate Type: Commercial	Class and Date of FAA Physical: 2nd class March 2010
Total Pilot Hours: 13,200±	Time in Entered Race Aircraft: 2700±
Pilot Hours in last 90 days: 38	Time in Make & Model: 2700±
Year Last Competed in Reno and Class: 2010	Year Last Attended Pylon Racing Seminar and Class: 2000
Total # of years Competed at Reno: 35	Classes you have raced in: Unlimited
Favorite Hobbies: Flying	Pilot Signature: [REDACTED] /06/30/11

***This is critical information; unless otherwise stated, the estate will be designated beneficiary.**

*****New Requirement :** Foreign Pilots must provide a current/valid pilot license issued by their country and present photo identification from their country such as a valid Passport or Drivers License. This photo identification must be in the pilot's possession or readily accessible in the aircraft when exercising the privileges of that pilot certificate.

All new photos must also be received by July 29, 2011 as part of a complete entry package to retain your entry status.

NEW PHOTO OFF THE AIRCRAFT

~~I~~ I would like to use ~~the same photos as last year~~ for the program.

Sponsors: Please list your sponsors. A maximum of 2 will be included in the program. Please write legibly or type them so we can make sure they are spelled correctly in the program.

- 1) LEEWARD AIR RANCH.COM
- 2) WARBIRD - PARTS . COM



2011 PILOT MEDICAL INFORMATION

If there is no change from your 2011 PRS entry, you do not need to complete this form.

No change from 2011 PRS entry. Initial: _____

PILOT NAME:	Jimmy Leeward
NAME OF PERSON TO BE NOTIFIED IN EVENT OF EMERGENCY:	Bette L. Leeward
RELATIONSHIP TO PILOT:	Spouse
TELEPHONE NUMBER:	[REDACTED]
PILOT BLOOD TYPE:	O+
ALLERGIES:	None
SPECIAL INSTRUCTIONS:	None

CERTIFICATION OF FLIGHT REVIEW

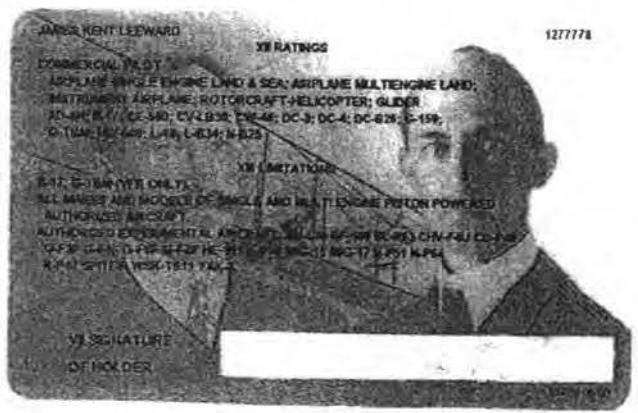
The Reno FAA Flight Service District Office (FSDO) has notified the Reno Air Racing Association that, beginning with the 2009 Pylon Racing Seminar, they will no longer collect logbook endorsements as proof of Flight Reviews. **All participants need to fill out the following two forms:**

No change from 2011 PRS entry. Initial: _____

FLIGHT REVIEW		
I certify that a Flight Review was conducted in accordance with 14 CFR 61.56 on (dd/mm/yy) <u>04/10/10</u> , and recorded in my flight records. (24 calendar months)		
<div style="background-color: black; width: 100px; height: 30px; margin: 0 auto;"></div> _____ (Signature)	Jimmy Leeward _____ (Printed Name)	06/30/11 _____ (Date Signed)

PASSENGER CARRYING CERTIFICATION		
I certify that I will document in my pilot records three takeoffs and landings in a (single or multi airplane) within the 90 days preceding the 2011 National Championship Air Races and meet the currency requirements of 14 CFR 91.57 for carrying passengers, prior to carrying passengers during a Reno Air Racing Association Waiver.		
<div style="background-color: black; width: 100px; height: 30px; margin: 0 auto;"></div> _____ (Signature)	Jimmy Leeward _____ (Printed Name)	06/30/11 _____ (Date Signed)

Sen-7/31/11



Completion of a Flight Review: Section 61.56 (a) & (c)

I certify that JAMES KENT LEEWARD # [REDACTED]
 (first name, last name, pilot certificate, certificate number), has satisfactorily completed a
 flight review of Section 61.56 (a) & (c) on 4-10-2010 (date).

Sign: [REDACTED] Date 4-10-2010
 CFI # [REDACTED] Expiration 08/21



**FIGHTER FORMATION
 QUALIFICATION CARD**
 POSITION
 Four Ship Lead
 EXPIRES ON
 31 DEC 2011
 PILOT'S NAME
 Leeward, Jimmy

UNITED STATES OF AMERICA
 Department of Transportation
 Federal Aviation Administration

MEDICAL CERTIFICATE SECOND CLASS

This certifies that (Full name and address):
James Kent Leeward
 [REDACTED]
 Ocala, Florida 34471

Date of Birth	Height	Weight	Hair	Eyes	Sex
10/21/46	71"	190	blk	brn	M

has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.

Limitations: NONE

Date of Examination: 03/02/2010
 Examiner's Designation No. [REDACTED]

Examiner Signature: [REDACTED]
 Typed Name: Ronald P Shelley, DO, AME

AIRMAN'S SIGNATURE: [REDACTED]

NATIONAL AIR-RACING GROUP
 UNLIMITED DIVISION

PYLON RACING LICENSE

JIM LEEWARD 90
 Licensee License #

Is a member in good standing and is
 an approved Unlimited Racing Pilot.

[REDACTED] 9/12/07
 Division President or Issue Date
 Pilot Qualification Officer



2011 AIRCRAFT DATA AND SAFETY DATA INFORMATION

This form will be required unless you submitted it for this aircraft for the 2011 Pylon Racing Seminar.

No change from 2011 PRS entry. Initial: _____

Race Class: Unlimited Race #: 177

Name of Plane: Galloping Ghost Registration #: N79111

Aircraft Make: North American/Aero Classics Model: P-51D

Aircraft Color: Silver Aircraft Previously Approved for Racing? Yes No

Wing Span: 28' Oxygen System: Yes No

Engine Make: Rolls Royce Cubic Inch Displacement: 1550

Have any "major changes" as defined by FAR 21 Sec. 21.93(a) or "major alterations" as defined by FAR 1.1 been incorporated since the last time the aircraft raced at Reno (or within the last 12 calendar months those aircraft who have never raced at Reno)?

(*For Special Airworthiness Certificates - please refer to your Experimental Operating Limitations for restrictions)

Yes or No

No

BATTERY:

Type: Lead-Acid

Quantity: 2

Location: Rear Belly

FLUIDS, i.e. Fuel, ADI, Oil:

Type: ADI Type: Oil

Quantity: 155G Quantity: 20G

Location: Left Wing Location: Firewall

ESCAPE SYSTEM:

Right side of fuselage, handle for canopy release/

DIRECTION ARE ON RIGHT SIDE OF FUSELAGE

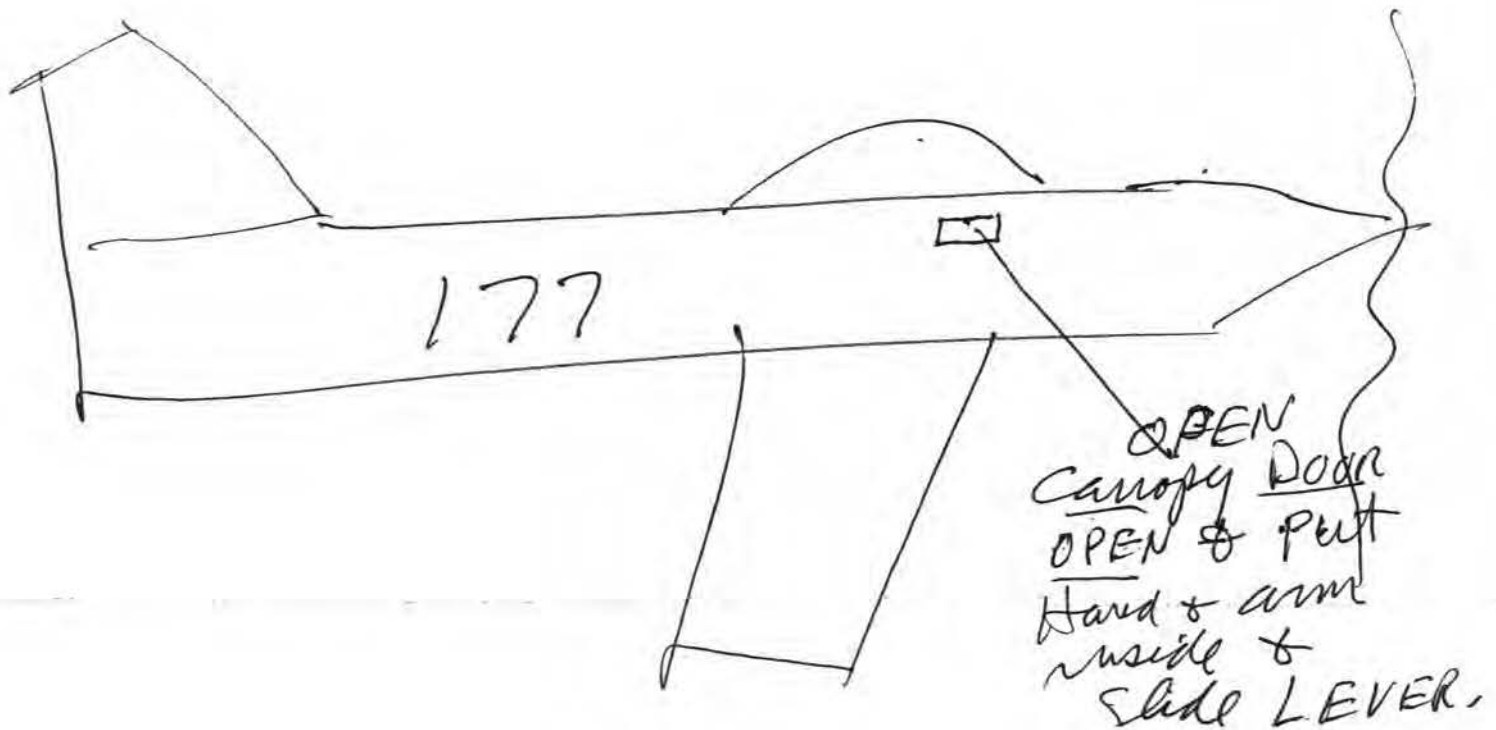
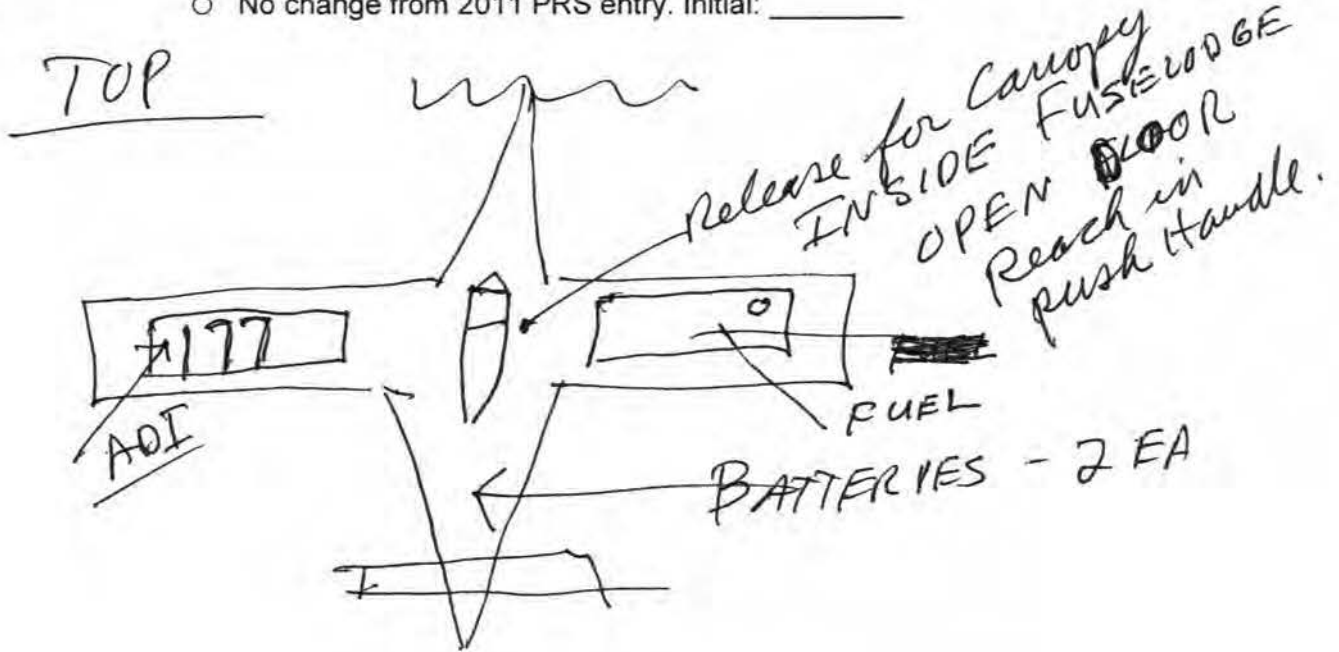


2011 SAFETY DATA SHEET DIAGRAM

If there is no change in this information 2011 PRS entry, you do not need to complete this page.

PLEASE PROVIDE A TOP AND SIDE VIEW SKETCH OR PHOTOGRAPH OF AIRCRAFT. NOTE LOCATION OF BATTERY, FLUIDS AND ESCAPE SYSTEM.

No change from 2011 PRS entry. Initial: _____



Sun 7/31/11

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION DEALER'S AIRCRAFT REGISTRATION CERTIFICATE		
DATE OF ISSUE Dec 5, 2010	DATE OF EXPIRATION Dec 4, 2011	CERTIFICATE NO. D000102
I S S U E D T O	AERO-TRANS CORP DBA LEEWARD AERONAUTICAL SALES PO BOX 1476 OCALA FL 34478-1476	THIS CERTIFICATE IS VALID ONLY IN CONNECTION WITH USE OF THE AIRCRAFT UNDER SECTION 47.69 OF THE FEDERAL AVIATION REGULATIONS. (See reverse side)
	<p>The above manufacturer or dealer has complied with Section: 47.63 and 47.65 of the Federal Aviation Regulations. This aircraft is a registered civil aircraft of the United States under 49 USC 44103 when this certificate is carried in the aircraft and the aircraft (1) is owned by the above manufacturer or dealer, and (2) is operated for a purpose permitted in Section 47.69 of the Federal Aviation Regulations.</p>	
 Administrator		 U. S Department Of Transportation Federal Aviation Administration

AC FORM 8006 (5-08)

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION SPECIAL AIRWORTHINESS CERTIFICATE		
A	CATEGORY/DESIGNATION	Experimental
	PURPOSE	Exhibition/Air Racing
B	MANUFACTURER	NAME N/A ADDRESS N/A
	C	FLIGHT
D		N- 79111
	BUILDER North American	MODEL P51D
E	DATE OF ISSUANCE R 08/17/1983	EXPIRY Unlimited
	OPERATING LIMITATIONS DATED 08/17/1983	ARE PART OF THIS CERTIFICATE
	SIGNATURE OF FAA REPRESENTATIVE William C. Kunder 	DESIGNATION OR OFFICE NO. WP-FSDO-11
	Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).	

FAA FORM 8130-7 (07/04)

SEE REVERSE SIDE

NSN: 0052-00-693-4000

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

MANUFACTURING INSPECTION DISTRICT OFFICE NO. 4
4340 Donald Douglas Drive
Long Beach, California 90808

EXPERIMENTAL-EXHIBITION AND RACING LIMITATIONS

THESE OPERATING LIMITATIONS SHALL BE DISPLAYED IN THE AIRCRAFT IN
COMPLIANCE WITH FAR 91.27(b)




BUILDER: North American MODEL: P-51D S/N: 44-15651 REGIST. NO.: N79111

1. No one may operate this aircraft for other than the purpose of exhibition and racing as outlined in the applicant's letter, dated August 17, 1983, describing compliance with FAR 21.193(d), and made available to the pilot in the aircraft. Additionally, this aircraft shall be operated in accordance with applicable Air Traffic and General Operating Rules of FAR 91, and all additional limitations herein prescribed under the provisions of FAR 91.42(e).
2. Proficiency flights must be conducted within a 100-mile radius of Leeward Air Ranch Airport, Ocala, Florida. Aircraft is to be based and maintained at Leeward Air Ranch Airport, Ocala, Florida. Proficiency flights may be conducted enroute to air shows and racing locations.
3. No operations, except for takeoffs or landings, may be conducted over densely populated areas or congested airways.
4. No person may operate this aircraft for carrying persons or property for compensation or hire.
5. The pilot-in-command of this aircraft must, as applicable hold an appropriate category/class rating, have an aircraft type rating, have a flight instructor's log book endorsement or possess a "Letter of Authorization" issued by an FAA General Aviation or Air Carrier Operations Inspector.
6. Unless appropriately equipped, only Day VFR operation is authorized.
7. No person may be carried in this aircraft during flight unless that person is required for the purpose of the flight.
8. This aircraft shall contain the placards, markings, etc., required by FAR 91.31(e).
9. The cognizant FAA Flight Standards Office must be notified and their response received in writing, prior to flying this aircraft after incorporating a major change as defined by FAR 21.93.
10. Aerobatics in this airplane are limited to those listed in the applicable flight manual.

BUILDER: North American MODEL: P-51D S/N: 44-15651 REGIST NO.: N79111

11. This aircraft shall not be flown unless it is maintained and operated in accordance with technical order AN-01-60JE-2, -3, -4, -5, & -6.
12. This aircraft shall not be operated for parachute jumping or glider towing operations.
13. No person shall operate this aircraft unless within the preceding 12 calendar months it has had a condition inspection performed in accordance with Appendix D of Part 43 and found to be in a condition for safe operation. Additionally, this inspection shall be recorded in accordance with limitation (15) listed below.
14. Only FAA-certificated and rated airframe and powerplant mechanics and appropriately rated repair stations may perform condition inspections in accordance with Appendix D of Part 43.
15. Condition inspections shall be recorded in the aircraft maintenance records showing the following or a similarly worded statement: "I certify that this aircraft has been inspected on (insert date) in accordance with the scope and detail of Appendix D of Part 43 and found to be in a condition for safe operation." The entry will include the aircraft total time in service, the name, signature and certificate type and number of the person performing the inspection.
16. These operating limitations are a part of the Special Airworthiness Certificate.

DATE ISSUED: AUGUST 17, 1963


ROBERT H. DETWILER
Aviation Safety Inspector (Mfg)
NM-MIDO-47, Long Beach, CA. 90808



Arrival times for aircraft

Friday, September 4, 2009 4:22 PM

From: "Tom Gribbin" <[REDACTED]>
To: Jimmy@leewardairranch.com
Cc: "Bill Harrison" <[REDACTED]>, "Tom Camp" <[REDACTED]>, "Bill Eck"
<[REDACTED]>, "Mike Major" <[REDACTED]>, "Bob Bonham"
<[REDACTED]>, "Mike H Home" <[REDACTED]>, "Tom Gadd"
<[REDACTED]>, "Terry Matter" <[REDACTED]>, "Valerie Miller"
<[REDACTED]>
RULES COMMITTEE OPINION.docx (13KB)

Jimmy:

Hope this clarifies your concern on arrivals.

Tom

RULES COMMITTEE OPINION:

09/04/09

Committee: Tom Gribbin, Bob Bonham, Mike Major

Jimmy:

As you might suspect rumors abound regarding the status of the GHOST and DANCER with respect to any modifications since they last raced at Reno.

Understanding your concern and uncertainty regarding the required arrival time of aircraft and the need to be prepared to qualify for racing, following are selected citations from the rules with respect to aircraft.

VII. QUALIFICATION OF AIRCRAFT

For ALL aircraft, "All pilots must register, have their aircraft inspected, and in place and ready to qualify no later than 1200 hours on Tuesday of race week." Should this not occur the aircraft will fall into the "CONDITIONAL ENRTY" category.

III. AIRCRAFT ELIGIBILITY

Any pilot with a new aircraft, not previously inspected by the Technical Inspection Committee and ANY PILOT whose aircraft has had a "major change" as defined by FAR 21 Sec. 21.93 or a "major alteration" as defined by FAR 1.1 incorporated since the previous aircraft registration must register and have their aircraft ready for inspection no later than 1200 hours the first Sunday of race week. All FAA approved documentation must be presented to the class Tech/Safety Inspection Committee during the inspection of the aircraft.

It is the position of the RARA Rules Committee that;

1. The GHOST has been previously inspected by the Tech. Committee;
2. The installation of a RACE ENGINE in an aircraft that has previously had a race engine DOES NOT require the Sunday arrival date;
3. The DANCER has been previously inspected by the Tech. Committee;
4. If there have been no "major changes" or "major alterations" pursuant to the above FAR sections, the aircraft must comply with the "1200 hours Tuesday of race week" time frame or be considered "a conditional entry".

Tom Gribbin

Chairman RARA Rules Comm.