



POWDER PUFF DERBY 25th JUBILEE

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RULES AND REGULATIONS

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Powder Puff Derby / Registered Trademark.

Sanctioned by NATIONAL AERONAUTIC ASSOCIATION
and conducted under Rules of the FEDERATION AERONAUTIQUE INTERNATIONALE
Endorsed by THE NINETY-NINES, INC.

You've come a long way, baby!

RULES AND REGULATIONS

**ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC.
(AWTAR, INC.)**

**Endorsed by The Ninety-Nines, Inc.
International Organization of Women Pilots**

A. THE RACE

1. The ALL-WOMAN TRANSCONTINENTAL AIR RACE is a cross country race for stock, fixed-wing aircraft of not less than 145 horsepower and not more than 600 horsepower for take-off. It is flown in daylight hours and under VFR conditions only. Special provision re SVFR (N. 13.).

B. SAFETY FIRST

1. The following Rules and Regulations covering the ALL-WOMAN TRANSCONTINENTAL AIR RACE (AWTAR) were developed by the Board of Directors to assure maximum safety for all participants. Every effort has been made to plan the race so that each contestant will have an equal chance in all controllable aspects. The Board of Directors relies on each pilot to exercise good judgement at all times in the interest of safety.

C. HANDICAPPING

1. A "Par Speed" in miles per hour is assigned to each make and model of airplane. This "Par Speed" is based on best figures available from airplane manufacturers' data. The handicaps (Par Speeds) are published each year by AWTAR, Inc. and are final for that year's event. Contestants are officially notified of their "Par Speed" after their entry is approved.

2. The winner will be that airplane which averages the highest ground speed in relation to its "Par Speed". The winner cannot be determined until after all airplanes have crossed the finish line and their average speeds for the entire course have been computed by Race Officials. To arrive at the score, the "Par Speed" or handicap speed of each airplane is subtracted from the average ground speed of that

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airplane. The airplane with the highest score is the winner.

3. To be eligible to race, an airplane must meet the requirements set forth in Section E of these Rules and there must be an official AWTAR handicap, "Par Speed", available for the specific make, model, components, and equipment. If it is desired to enter an airplane for which no official AWTAR handicap, "Par Speed", is available the following must be done:

- (a) Request for consideration of the eligibility of this airplane must be submitted in duplicate to the AWTAR Board of Directors by March 1st of the year of the race and must be accompanied by the engine and airplane specifications, all available factory performance data and an operator's manual.
- (b) The Board will have an option to fly any such aircraft.
- (c) At least two airplanes of the same make, model and configuration must be made available to the AWTAR Board no later than March 1st of the year of the race for flight test, except in the case of airplane not of U.S. design and manufacture. See Section E. 1.

D. PILOT AND CREW QUALIFICATIONS

1. Participation in the race is open to women pilots only. No passengers may be carried.
2. Pilot must bring with her to Impound the following which must be valid:
 - (a) Airman's certificate with rating on class airplane to be flown, Private grade *plus* an Instrument and/OR Instructor's rating OR Commercial grade or higher.
 - (b) Current Medical certificate of 2nd class or higher OR 3rd class with Private/Instrument and/OR Instructor ratings.
 - (c) FCC Radio Telephone License to operate airplane transmitter.
 - (d) Current FAI Sporting License (obtained from National Aeronautic Association, 806 15th St., N.W., Washington, D.C. 20005) good for current calendar year.

3. A pilot from any country other than the U.S.A. or Canada must hold a valid pilot's certificate with current medical in her own country *and obtain a U.S. Special Purpose Certificate* in accordance with Federal Aviation Administration requirements. She shall obtain a Sporting License from her own National Aero Club.

4. Co-pilot must possess and carry with her the following which must be valid:

- (a) Airman's certificate of Private grade or higher.
- (b) Current Medical certificate.
- (c) FCC Radio Telephone License to operate airplane transmitter.

E. AIRPLANE ELIGIBILITY

1. The race is limited to STOCK airplanes certificated in the normal or utility category with non-supercharged engines of not less than 145 horsepower nor more than 600 horsepower for take-off and manufactured on or after January 1, 1961. The maximum continuous horsepower of engine must not exceed manufacturer's or FAA rated horsepower for that combination airframe and engine as stated in application for entry. Eligible airplanes must be manufactured under a FAA Type Certificate in compliance with Federal Aviation Regulations, Part 23, and must have a current Airworthiness Certificate except that an airplane which is not of U.S. design and manufacture will be eligible to race when the following conditions are met:

- (a) The foreign country is signatory to ICAO and has concluded agreements with the U.S. for reciprocal recognition of certificates of airworthiness for imported aircraft.
- (b) The manufacturer has obtained a FAA Type Certificate under Federal Aviation Regulations, Part 10, and is, therefore, eligible for a U.S. Airworthiness Certificate.
- (c) That airworthiness data for the airplane is available through FAA Airworthiness Specifications or Type Certificate Data Sheets sufficient for AWTAR Inspection criteria.
- (d) That request for consideration of the eligibility of this airplane must be submitted to the AWTAR Board two weeks prior to the opening date of entries and must be accompanied by the engine and airplane specifications and sufficient factory performance

data to permit handicap evaluation for the airplane.

- (e) That the airplane must be made available to the AWTAR Board no later than the closing date of entries for flight test.

2. To be eligible to race an airplane must conform to the following:

- (a) The airplane make and model must be listed in the FAA Airworthiness Specifications, or Type Certificate Data Sheets.
- (b) All components and equipment, modifications and alterations must be listed in the FAA Airworthiness Specifications, Type Certificate Data Sheets, Supplemental Type Certificate Lists, or approved on any other basis acceptable to the Administrator.

Exception: FAA approved alterations or modifications for such items as instrument installations, antennas and beacons which do not appear in the above FAA Lists and Specifications may be eligible providing they do not cause any increase in speed, range, engine or airplane performance.

NOTE: Some component or equipment modifications or alterations which do appear in the FAA Specifications, Data Sheets, or Supplemental Lists may *not* lie within the intent and meaning of the word "stock" and may therefore *not* be eligible. Determination as to eligibility of any such component or modification rests with the AWTAR Board of Directors. (See E. 3.).

- (c) *All* rigging must be in accordance with FAA and manufacturer's specifications.
- (d) Taping to any degree whatsoever is forbidden. Airfoils, except for the race number on the tail, may not have applications other than paint. Advertising may be applied to the fuselage only; no restrictions on paint providing it does not violate FAR.
- (e) Any stripping of the airplane *inside or out* to any degree whatsoever is forbidden.
- (f) Rotating Beacon or Strobe must be operating properly for take-off.

3. Inquiries regarding race eligibility of any specific airplane make, model, component, equipment, modification or alteration should be submitted in duplicate to the AWTAR Board of Directors. The AWTAR Board reserves the right to refuse participation to any airplane not fully meeting the requirements as outlined in these Rules and Regulations.

4. All airplanes must have had an Annual Inspection within *3 months AND 50 hours* prior to the Start of the race. The Annual Inspection must be conducted in accordance with Federal Aviation Regulations 91.169 and Part 43.7 and entered in the log books. The AWTAR form "Annual Inspection and Required Document Record", File #5-01, must be completed with this Annual Inspection and brought to AWTAR Operations at the Start at the time of Impound.

5. The following certificates and papers must be in the airplane and must be up-to-date and valid:

- (a) Airworthiness Certificate.
- (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 Administrator.
- ✓(d) Airplane and Engine log books must be current and contain the Annual Inspection entry and evidence of compliance with applicable Airworthiness Directives.
- ✓(e) Weight and Balance data.
- (f) Repair and Alteration FAA Form 337, if applicable.
- ✓(g) Radio Station License.

6. *VHF Transmitter and Receiver are mandatory* and must have the necessary crystals for air to ground, ground to air and ground control contact including 121.5.

7. Any approved radio equipment, extra instruments, and/or auto pilot desired by the pilot may be installed providing the Weight and Balance data is properly executed for such equipment prior to impounding deadline and providing such installation does not require cancellation of the Airworthiness Certificate.

8. Cylinders or crankshafts which have been chrome-plated during engine overhaul, or standard oversize rings and pistons as listed in the parts catalog for that particular engine, shall *not* be considered in violation of the "stock" requirements as long as the maximum horsepower as stated in the Application for Entry is not exceeded.

9. (a) Each entry must carry a minimum of \$250,000/\$500,000 Bodily Injury Liability and \$100,000 Property Damage Liability insurance on the airplane flown during the race.
- ✓ (b) Each entry is required to file a "Certificate of Insurance" upon registration with the AWTAR Board at the Start which will include NAA, AWTAR, Inc., The Ninety-Nines, Inc. and each occupant of the participating aircraft as additional named assured. This Certificate of Insurance *must include a 10 day cancellation clause* indicating agreement by the insurance company to notify AWTAR, Inc. prior to actual cancellation of such insurance. (See AWTAR File #2-09).
- (c) Insurance must be valid for Canada as well as the U.S.A.
- (d) Insurance should cover one week more than the days of the race in the event the race is extended. (See D. 1, 2 and 3).

F. APPLICATION FOR ENTRY AND FEES

1. FOUR applications for each Entry must be filled out *completely* and *legibly* and mailed to AWTAR, Inc., Teterboro Airport, Teterboro, N.J. 07608. Any incomplete entry or one with forms which present illegible pages will not be accepted and will not be given a race number until rectified.

2. ENTRIES will not be accepted and given a race number unless (and until) the pilot (and co-pilot if there is such) qualify per Rules D.2. (a) and 4. (a).

3. In the event there are more than 150 entries, the FIRST 150 entries to qualify will be accepted. All other entries will be given a standby number in the order received, and so advised, and will be allowed to replace any scratches that are received at AWTAR, Inc. HQ by June 5, 1971.

4. The entry fee for members of good standing in the Ninety-Nines, Inc. is \$99. The entry fee for non-members is \$125. Check or money order payable to AWTAR, Inc. must accompany the Application for Entry, AWTAR File #3-01. This entry fee will not be returned unless the application is rejected. In the event the race is cancelled due to a national emergency or other reasons, a minimum of \$25. of each fee will be returned to the applicant and the balance will be retained by AWTAR, Inc. to offset expenses to date.

5. AWTAR Form #5-03 *MUST* accompany Application for Entry (#3-01).

6. **IMPORTANT: ENTRIES WILL "OPEN" AND "CLOSE" ON DATES TO BE SPECIFIED EACH YEAR.** Entries must be postmarked *no earlier* than the opening date and *no later* than the closing date. (See General Information Sheet, File #2-00 for dates).

7. Applications for Entry must be complete to be accepted in the order in which they are postmarked. Applications for Entry postmarked the same date will have their sequence determined by drawing.

8. Air Race Numbers will be assigned to each airplane in the order in which the applications are accepted. The pilot will be notified of her Race Number and it shall be her responsibility to have said number on her airplane **BEFORE IT IS BROUGHT TO INSPECTION COMPOUND**, per Section G, para. 4 of these Rules.

9. **CHANGES**

a. **AIRCRAFT:**

- (1) No changes in make, model or horsepower of airplane will be allowed after the date entries close. In the event a pilot finds

she will have to fly an airplane other than the one listed on her Application for Entry, she must report this change *in triplicate* on #5-03's to AWTAR, Inc. Headquarters and the same must be postmarked no later than the closing date of entries and accompanied by a fee of \$10.

- (2) The FAA registration number is the only change allowed after closing date of entries in which case AWTAR Operations at the Start must be notified no later than the time and date set as Impound Deadline, accompanied by a fee of \$10.

b. CREW:

- (1) In the event the pilot must withdraw from the race she must notify AWTAR, Inc. Her Co-pilot may assume command of the entry if qualified and properly entered by closing date of entries by notifying AWTAR, Inc. in writing accompanied by a \$10. fee.

G. IMPOUND AND INSPECTION OF AIRPLANES AT THE START

1. Participating airplanes must be in the Inspection Compound and ready for inspection by the time and date specified as "IMPOUND DEADLINE". Failure to comply with this Rule will result in the airplane being scratched from the race except as provided for in Section G, para. 3 below. As of "Impound Deadline", airplanes will be under the jurisdiction of the Inspection Committee and will not be allowed to leave the Impound Area until the Start of the race, unless so directed by Inspection Officials.

2. All pilots and co-pilots *must register* in person with AWTAR Operations *immediately upon arrival* at START airport and in no case later than "Impound Deadline". Under extenuating circumstances, a co-pilot may register later, but in no case later than 9:00 A.M. the morning of July 3, at AWTAR Start Headquarters.

3. If, due to unavoidable circumstances, an entrant fails to have her airplane at the airport in time to make impound deadline and/or if the pilot cannot register by impound deadline, she shall notify the Judges Committee at AWTAR Operations at the START by phone or wire prior to this deadline and shall

immediately upon arrival submit *in writing* to the Judges Committee at AWTAR Operations her reasons for being late. An entrant who is late to impound must meet the following conditions to be accepted in the race:

- (a) The airplane must be ready for inspection *within 24 hours after official impound deadline*.
- (b) The airplane must have passed final inspection by 1500 local time of the day preceding take-off.
- (c) The pilot and co-pilot *must* attend pilot briefings at the scheduled times prior to take-off.
- (d) The pilot's request to be accepted in the race must be approved by the Judges Committee at the Start.

4. The *race number* (which is assigned to each airplane in accordance with Section F, para. 8 of these Rules) and all advertising *must be on the airplane before it is brought to* the Inspection Compound. This number must be at least 18 inches high and the bars of each numeral over 3 inches wide (the bigger the better) and must be on both sides of the airplane – either on the fuselage or tail, whichever provides the larger space. Numbers must be very dark on a solid light background or very light on a solid dark background. Any other number on the airplane, other than the license number, must be obliterated. Sponsor's advertising must be so located as not to interfere with the race number. In the event that the race number is not readable by the Timers at any stop, the contestant will be requested to refly that timing line.

5. The airplanes will be inspected by Inspection Officials to determine that they conform to specifications as stated in Section E of these Rules. Should facts be uncovered in the course of this inspection which show that an attempt has been made to increase the engine horsepower over that stated in the manufacturer's or FAA specifications, or that the plane does not conform to Section E of these Rules, the *entry will be disqualified*. Each pilot must be present during the inspection of her airplane.

6. To determine the conformity of the airplane or its components with these Rules and applicable Federal Aviation Regulations, Inspection Officials may

at the Start and/or the Terminus in addition:

- (a) Perform a static run-up of each engine.
- (b) Obtain an approved compression check.
- (c) Obtain an approved test of horsepower output.
- (d) Request that the entrant or a qualified pilot preselected by AWTAR Board of Directors give a demonstration of full throttle performance in flight.
- (e) Request that the entrant authorize or perform any other tests or inspections that the officials deem necessary.

7. Repairs and adjustments may be made on an airplane while it is compounded only at the direction of Inspection Officials and must be completed before the airplane can be approved. Airplanes which have had repairs or adjustments made in the Compound Area and airplanes which have been allowed to leave the Compound Area for maintenance work must be ready for re-inspection by 1200 local time of the day preceding take-off. An airplane which has not passed final inspection by 1500 local time of the day preceding take-off shall be scratched from the race.

8. Each airplane will be "tagged" by the Inspection Committee as soon as it has satisfactorily passed inspection, whereupon it will be tied down in the Impound Area. The airplane is considered ready to race and no access to cockpit or baggage compartment shall be permitted unless special permission is granted by an Impound Official who will accompany the contestant. No one other than the pilot and co-pilot will be permitted to approach it except morning of take-off. A crew may *wax and polish* their airplane after it has been "tagged" but *no other work* on the airplane is permitted without specific permission from the Chairman of the Impound Committee or an AWTAR Representative.

9. The Judges Committee at the Start, with or without a protest, may, after investigation, disqualify any airplane or any pilot should it come to its knowledge before take-off that said airplane does not conform to the specifications as set forth in these Rules or that said pilot is not qualified in accordance with these Rules.

H. IMPOUND AND INSPECTION OF AIRPLANES AT THE TERMINUS

1. All airplanes will be turned over to the Race Committee at the Terminus immediately upon landing. They will be placed under guard and will be inspected without the pilots being present. Crews are to leave their airplane keys with Inspection Officials upon parking and refueling their airplanes. All airplane papers and logs **MUST BE LEFT IN ENVELOPE PROVIDED AND PLACED ON THE PILOT'S SEAT** for the Inspection Committee.

2. Airplanes shall not be released from Impound until after the post-race pilot's meeting (Debriefing), except that in case of extreme emergency, permission may be granted at the discretion of Board member other than a contestant. In the event of a protest concerning the eligibility of an airplane, said airplane shall remain impounded until released by the NAA Judges at the Terminus. Any airplane not properly released disqualifies as an entry.

3. Inspection Officials may conduct an extensive inspection of the airplanes which place in the ten top positions, protested airplanes or any other airplanes they deem necessary to determine compliance with "stock" requirements and conformity with Section E of these Rules. They may, at their discretion, remove the propeller or propellers for examination. Should facts be uncovered in the course of this inspection which show that an attempt has been made to increase the engine horsepower over that stated in the application for entry, or that the propeller has been deliberately altered in any way, the Judges Committee will be so advised. Extensive inspection may also include checks as listed under G. 6.

4. A cursory visual inspection will be made of all other airplanes in the interest of general safety.

5. The Judges Committee at the Terminus, with or without a protest, may, after investigation, disqualify any airplane should it come to its knowledge prior to the release of Official Results that said airplane does not conform to the specifications as set forth in these Rules, even though it was cleared to race by the Start Inspection Officials with or without an in-flight test.

I. PILOT RESPONSIBILITIES

1. The pilot is responsible for:

- (a) Paying all airplane and personal expenses for herself and her crew. Any indebtedness incurred in connection with the race, such as airplane repairs, fuel, hotel, etc. must be settled within 6 months. Reports to AWTAR, Inc. of bills not having been paid within this time will eliminate the contestant from participating in any future AWTAR race.
- (b) Making sure that her airplane conforms in every respect to "stock" requirements and Section E of these Rules and that the Maximum horsepower of her engine is as stated in her application for entry.
- (c) Securing a "Certificate of Insurance" containing a *10 day cancellation clause* covering her airplane in accordance with Section E, para. 9 of these Rules, and for submitting same to AWTAR, Inc. upon arrival at the Start.
- (d) Having the necessary maps, latest ADIZ information, latest "Notices to Airmen" data, etc.
- (e) Having in her possession all required licenses as listed under "Pilot Qualifications", Section D of these Rules.
- (f) Making her own hotel reservations at Start and Terminus.
- (g) If unable to fly the race, entry *MUST* notify AWTAR HQ until ONE week prior to race Start; after that, the official NAA Judges at the Start *MUST* be notified by phone or in person. Judges names and phone numbers will be indicated on AWTAR Form #5-02B which will be mailed to you.
- (h) Ascertaining that all required certificates, papers and log books are in the airplane throughout the race. (Section E, paras. 5 and 6 of these Rules).
- (i) Filing her flight plan before each take-off and closing her flight plan upon each arrival. Failure to file a flight plan and/or to close a flight plan will result in Disqualification.
- (j) *Filing an RON message each night* following the prescribed method given to all contestants at pilot briefing before the Start.
- (k) Notifying immediately the Chairman of Terminus Timers

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Committee in the event of withdrawal from race. Call by phone (collect if necessary). Failure to do so will mean possible refusal of application for entry in the future. (It is very important that race officials be provided with correct information, not only from the standpoint of operations, but also to be able to answer intelligently and accurately all questions from press, relatives and friends).

J. PILOT BRIEFING BEFORE THE START

1. *IN ORDER TO PARTICIPATE IN THE RACE* all pilots and co-pilots *MUST* attend closed pilot briefings at the times and places to be designated by the Race Committee at the Start. Pilots may bring up questions of interpretation of the Rules at the briefings but no discussion of change of Rules will be held unless a change is deemed necessary for safety by the Board of Directors. Pilots will not rely on any interpretation of the Rules unless such interpretation is officially issued in writing by the Board of Directors of AWTAR, Inc.

2. All pilots are required to attend weather briefing which will be held before take-off at a time and place designated by the Race Committee at the Start.

K. POST RACE PILOT MEETING (DEBRIEFING)

1. A closed pilot meeting will be held after the finish of the race. Contestant attendance is mandatory, except in an extreme emergency absence may be allowed at the discretion of a Board member, other than a contestant. Each pilot will have had the opportunity prior to this meeting to check her own score with the Timers Committee.

2. Final scores will be announced by the Chairman or a member of the Timers Committee at this meeting.

L. PROTESTS AND REQUESTS FOR AN INVESTIGATION

1. Contestants shall have the right to protest any violation of these Rules and Regulations or to request an investigation of any supposed breach of these Rules and Regulations. This right rests only with the first pilots.

2. Judges Committees are set up at both the Start and the Terminus of the race. It is the responsibility of these committees to take action only on properly filed protests and/or requests for investigation and on reports received from designated AWTAR officials, airport managers and FAA personnel. It is not the responsibility of the Judges Committees to take action on other information received by them but they may, at their discretion, do so.

3. The JUDGES COMMITTEES shall be composed of the following:

(a) *AT THE START* (total of 3 members approved by NAA)

- (1) Chief Timer at the Start – NAA representative to serve as Chairman.
- (2) 2 qualified appointees not holding executive position in connection with the event.

(b) *AT THE TERMINUS* (total of 3 members approved by NAA)

- (1) Chief Timer at the Terminus
- (2) 2 qualified appointees not holding executive position in connection with the event, one to serve as Chief Judge.

4. TIME LIMIT for FILING PROTESTS or REQUESTS FOR INVESTIGATION.

(a) BEFORE THE START: (Must be filed in writing with the Judges Committee at the Start).

- (1) Protests or requests for investigation regarding any particular of the race known to the contestant must be presented immediately and in no case later than 24 hours before the official time set for the Start of the race.

If any non-conformity comes to the attention of any contestant after this time, the right to protest shall remain until time of take-off, except that such protests or requests for investigation may be referred to the Judges Committee at the Terminus by the Judges Committee at the Start if insufficient time is available to complete investigation and render a decision. Any contestant against whom such a protest or request for investigation has been lodged shall be notified of

such action prior to take-off.

Starting in the race shall be taken as an acceptance of conditions as known without protest and the Judges Committee at the Terminus may reject any protest filed after the Start if prior knowledge of the supposed breach is admitted or proved.

(b) AFTER THE START: (Must be filed in writing with the Judges Committee at the Terminus).

(1) Protests or requests for investigation after the Start *should* be filed by telegram en route (accompanied by the proper fee), or, if not possible, *immediately* after arrival at the Terminus.

EXCEPTING AS TO FINAL SCORE, a CONTESTANT'S RIGHT TO PROTEST OR TO REQUEST AN INVESTIGATION EXPIRES 4 HOURS AFTER SHE HAS CROSSED THE FINISH LINE EXCEPT THAT A CONTESTANT COMPLETING THE RACE WITHIN LESS THAN 2 HOURS BEFORE THE DEADLINE MAY NOT FILE A PROTEST OR REQUEST FOR INVESTIGATION LATER THAN 1 HOUR AFTER THE DEADLINE.

In the EVENT A CONTESTANT SEEKS THE RIGHT TO PROTEST HER OWN SCORE, SHE MUST ACCEPT THE OPPORTUNITY (See K.1. above) TO CHECK HER SCORE WITH THE TIMERS COMMITTEE AND FILE HER PROTEST WITH THE JUDGES COMMITTEE WITHIN 1 HOUR OF THE END OF HER MEETING WITH THE TIMERS COMMITTEE.

NOTE: Protests and requests for an investigation should be filed promptly or at the earliest moment in order to give the Judges Committee sufficient time for a thorough investigation.

5. Fees:

(a) A protest or a request for an investigation, to be valid, must be filed in writing and must be accompanied by the proper fee.

(1) Protests or requests for an investigation concerning the

eligibility of an engine and/or airplane must be accompanied by a fee of \$100. which will be refunded only if the protest is upheld or the investigation proves the engine and/or airplane to be ineligible. In the event that the engine and/or airplane is found to be ineligible, the pilot of the airplane, by her acceptance of these published Rules and Regulations, agrees to assume full responsibility to pay the cost of the inspection.

- (2) Protests or requests for an investigation other than those questioning the eligibility of an engine and/or airplane must be accompanied by a fee of \$25. which will be refunded only if the protest is upheld or the investigation reveals a breach of these Rules.

6. A majority vote of the Judges Committee will determine the validity of a protest or a request for an investigation.

7. A contestant against whom a protest or a request for an investigation has been filed will be summoned to appear before the Judges Committee at a time to be determined by the Chairman of the Committee. In her absence, or in the absence of witnesses, determination of the protest adverse to the contestant may be given by default. (The contestant may name witnesses who will be interviewed by the Committee).

8. Authority of the Judges Committee:

- (a) The Judges Committee at the Start may take action in its official capacity to disqualify any airplane or any pilot at any time up to the start of the race should sufficient evidence indicate that the airplane does not conform to specifications as set forth in these Rules, or that the pilot and co-pilot are not qualified in accordance with these Rules, or that the pilot has failed to comply with one or more specific provisions of these Rules.
- (b) The Judges Committee at the Terminus may take action in its official capacity to disqualify any entry or any airplane at any

time up to the release of the Official Results should investigation show sufficient evidence that the pilot or co-pilot has violated these Rules or that an airplane does not conform to specifications as set forth in these Rules. The Judges Committee also has the authority to settle any dispute on scoring.

- (c) Any contestant may be disqualified at any time before, during or after the race for any violation of the intent and purpose of the race or for any reason deemed sufficient by a majority of the Judges Committee concerned. This authority will be effective up to the release of the Official Results.
- (d) A MAJORITY VOTE OF THE JUDGES COMMITTEE CONCERNED SHALL DETERMINE A DISQUALIFICATION.

9. Right of Appeal:

The pilot against whom a decision has been made by the Judges Committee has the right to appeal this decision to the Contest Board of the National Aeronautic Association. Appeal must be made in writing, signed by the appellant and accompanied by a deposit of \$50. which will be refunded only if the appeal subsequently is upheld by the National Aeronautic Association. A pilot who wishes to appeal a decision must immediately place the appeal in the hands of the NAA Representative at the AWTAR Terminus. (Co-pilots do not have the right to protest or to initiate a request for an investigation).

THIS RIGHT OF APPEAL EXPIRES 24 HOURS AFTER THE RELEASE OF THE OFFICIAL RESULTS. The decision of the Contest Board of the NAA is final. In the event an appeal is filed which, if upheld by the NAA would change the position of the winners, the cash awards will be withheld by AWTAR, Inc. pending settlement of the appeal and the trophies will be awarded conditionally.

M. METHOD OF SCORING

- 1. Race will be scored on the basis of elapsed time. All calculations of the official times, phoned to the Chief NAA Terminus Timer by the Official NAA Timers

at the designated stops, will be the responsibility of the Official NAA Timers at the Terminus.

2. Pilots will have the opportunity to review their fly-by and take-off times and their scores with the Terminus Timers, after which, results as posted by the Official Chief NAA Terminus Timer and approved by the NAA Judges are final.

3. Total elapsed time for the race will be determined by adding the elapsed time for each flight between "designated airports" at which the airplane has flown the timing line or complied as in M. 5 below specified for emergencies.

4. Elapsed time between "designated airports" will be from a *HOLDING POSITION* on the active runway when the Tower Controller says "cleared for take-off", and will end when the pilot flies the timing lines at the designated airports at which she intends to land. All the time thus used will be included in the total elapsed time for scoring purposes. After crossing the line she must remain under the control of the Tower preparatory to landing. (She may overfly any stop she chooses except a MUST stop or a MANDATORY IDENTIFICATION FLY-BY.

5. (a) If a pilot encounters an emergency excluding radio coming into or returning to a designated airport because of a malfunction, weather, or other reason, she may, if the condition is not critical, fly the timing line, or may obtain Tower permission to land, and be timed onto the runway in which case a penalty of 2 minutes will be added to her elapsed time and counted against the leg being flown. The reason for not flying the timing line MUST be filed with the Official NAA Timer at that stop.
- (b) In the event of radio failure, the pilot must follow the special instructions on the pertinent #3-05 Fly-By.
- (c) If a take-off is aborted on the take-off runway, only the 2 minute penalty applies whether or not the plane becomes airborne.

6. Elapsed time will end when the pilot crosses the finish line at the Terminus point of the race except under conditions specified for emergencies (M - 5)

when the time will end at the moment the wheels first touch the runway and the 2 minute penalty will be added.

7. The average ground speed for the course will be determined from the total elapsed time.

8. To arrive at the score, the "Par Speed" or handicap of each airplane is subtracted from the average ground speed of that airplane. The airplane with the highest score is the winner.

9. A contestant who does not finish and qualify for the major awards will not be eligible for any leg or special awards.

10. In the event of a tie, the persons tying will be considered to have tied for the higher place, but shall share equally the aggregate of prize money for the higher place and the number of lower places which together with the higher place equal the number of persons tying.

N. FLYING THE RACE

1. At the Start of the race the pilot will hold her position until the Starter drops his flag at which signal her time begins. Rolling prior to drop of the flag will result in Disqualification.

2. In the event that an airplane, due to mechanical difficulties, is not able to take-off in proper sequence at the Start, or returns to the airport at the Start because of mechanical difficulties, the pilot may not attempt to take off again until all other racing airplanes have departed. If the airplane is not ready to depart within 3 hours after aborting take-off or returning to the airport, the airplane shall be scratched from the race.

3. All flying during the race must be in accordance with Federal Aviation Regulations, General Operating and Flight Rules (Part 91) and Visual Flight Rules. Any entrant reported by competent authority to have flown under instrument conditions or to have violated any Federal Aviation Regulation will be Disqualified.

However, when AWTAR race officials prohibit transit through a restricted area along the race route, a racer may NOT fly through it regardless of equipment aboard.

Penalty: Disqualification.

4. Fast taxiing, failure to yield right-of-way in the air or on the ground and/or lack of vigilance by the pilot to observe and avoid other air traffic at all times, either in flight or on the ground, will be construed as "Careless or Reckless Operation" contrary to Federal Aviation Regulations Part 91.9. Landings and take-offs on taxi strips, ramps, etc. are not permitted unless so directed by Control Tower. Any entrant reported by competent authority to have violated FAR 91.9 will be Disqualified.

5. At any AWTAR "designated airport" where there is no Control Tower in operation it is mandatory that the pilot enter traffic on the down-wind leg of the approved local traffic pattern and that she fly at least $\frac{1}{2}$ of the down-wind leg and a full base leg prior to entering final. On departure, the pilot shall follow the normal departure pattern making one turn with traffic after take-off and then leaving the traffic pattern at a 45 degree angle. Failure to abide by this regulation will result in Disqualification. She will be timed "wheels on".

6. No pilot, under any circumstances, shall endeavor to make a low pass for her fly-by without first having received permission from the Control Tower to do so. The pilot shall contact the Tower for permission in accordance with specific instructions for each designated stop. If the fly-by is not flown according to instructions, the pilot *must* re-fly the timing line as instructed in order to be officially timed.

7. (a) Any airplane failing to make radio contact with the Tower *may NOT* fly by the timing line, but will enter the specified traffic pattern (#3-05 supplied by AWTAR, Inc. at Impound) and await a green light prior to landing in which case time will be wheels on. Any exception to this rule will be noted on the #3-05.
- (b) In the event of failure to receive any light signal, contestants must have completed at least three complete circuits of the airport at the altitude set forth in the specific instructions for that particular airport. She may then let down and enter the down-wind leg as in N. 5 above (a "no-control-tower-in-operation" airport). Timers will have timed her in on her first identifiable circuit.

8. SEE EMERGENCY ARRIVAL OR RETURN – M. 5 of these Rules.

9. A flight plan must be filed *before* each take-off to the first “designated airport” at which the pilot intends to land and must be closed on arrival or cancelled in accordance with established FAA procedures. Should a pilot neglect to file a flight plan before take-off, she must return to the airport and file in person or by telephone. Flight plans may be amended or extended from the air while en route in accordance with FAA communications procedures but it is the pilot’s responsibility to make sure that any such amendments to her original flight plan are promptly relayed to the FAA stations concerned. Evidence of a pilot *flying any part of the route without a flight plan on file with FAA covering that part*, or evidence of a pilot failing to properly close or cancel a flight plan, will be cause for Disqualification.

10. The take-off from a “designated airport” will not be made earlier than local *official* sunrise. The last fly-by of the day will not be made later than local *official* sunset. Penalty for violation: Disqualification. (A list of AWTAR “official” sunrise and sunset times for each “designated airport” will be furnished each entry).

11. A pilot shall not leave any AWTAR “designated airport” where radio facilities are available unless she is in two-way radio contact with the proper radio facility. In the event of radio failure in flight, transmitter or receiver, the pilot shall proceed in accordance with her VFR flight plan to a “designated airport” for radio repairs. She may not continue in the race until repairs have been effected and her transmitter and receiver are both operating properly.

12. In the event that maintenance work or repairs on the airplane are necessary en route, entries showing such repairs or maintenance must be made in the airplane and/or engine log books and all applicable FAA forms must be completed. A thorough inspection of the records of such repairs or maintenance work will be made by the Inspection Committee at the race Terminus. The replacement of an engine is not permissible. There will be no extra-curricular flights en route except where necessary for flight testing following maintenance, and only under supervision of a stop official.

13. No SVFR take-offs permitted. Penalty for violation: Disqualification.

14. A pilot will be eliminated if she fails to make a full-stop landing at a MUST stop or fails to be identified at any mandatory identification spot. Elimination will result if an airplane remains over night at other than a named "designated airport". In event of a landing at a place other than a "designated airport" the pilot must fly her airplane to one of the named "designated airports" so as to arrive not later than local official sunset of the same day.

15. OXYGEN MUST be used on flights of 30 minutes or more over 10,000 feet and on all flights over 12,000 feet.

16. It is the pilot's responsibility to see that sufficient fuel is carried, including a safe reserve, on all flights during the race. Penalty for running out of fuel: Disqualification.

O. EXTENSION OF DEADLINE TO FINISH

1. If deemed necessary to delay the Start of the race more than 4 hours, the Terminus Judges and the AWTAR Board members assigned to the Start shall have the authority to extend the deadline to finish.

2. When it becomes evident from the best information available that due to adverse weather LESS THAN 40% of the planes which took off at the Start can cross the finish line by published deadline, the Judges at the Terminus and two of the official AWTAR Board members assigned to the Terminus shall have the authority to extend the deadline to official sunset of the following day. In this event, the Chairman of the Timers Committee will notify by telephone the Official NAA Timer at each airport concerned.

3. When it becomes evident from the best information available that still less than the 40% as specified in 0. 2 can cross the finish line by extended deadline because of adverse weather, the Judges at the Terminus and two Board members shall have the authority to extend the deadline until official sunset of the following day notifying those concerned as provided in 0. 2 above. This extension may be repeated if still less than 40% have crossed the finish line.

4. It is the responsibility of each pilot to check with the Official NAA Timer at her stop regarding any deadline extensions.

P. MISCELLANEOUS

1. All participants will sign a "release", AWTAR Form #2-07 to be supplied

by AWTAR, Inc. prior to take-off, releasing the All-Woman Transcontinental Air Race, Inc., the Race Committees, the Ninety-Nines, Inc., NAA and all others connected with the race from any and all liability whatsoever.

2. Airplanes will be impounded before and after the race at the owner's risk. All reasonable precautions will be taken but no responsibility for fire, theft, or windstorm will be assumed by race officials. It is the absolute responsibility of the pilot to supervise, inspect and approve the tie-down of her airplane.

3. All airplanes *must* carry their own tie-down ropes.

4. It is desirable that co-pilots have experience flying the type of aircraft in which they are racing.

5. Co-pilots must be aboard at the Start but they may be dropped off en route if this becomes necessary.

6. It is recommended that each aircraft CARRY A MINIMUM OF TWO QUARTS OF WATER PER OCCUPANT. In addition, that two watches, food, a knife, matches and signal equipment be on board.

7. Pilots must arrange for their own sponsors, if desired. Each contestant is urged to have a clear understanding with such sponsor or sponsors as to what she should do in case of any type of accident or damage to the airplane, or any unforeseen occurrence during the race, or while proceeding to or from participation in the race. For her own protection, each contestant should have sponsor arrangements made in writing. In accordance with The Ninety-Nines, Inc. policy, sponsorship of any entrant by an alcoholic beverage company or a gambling concern is not acceptable and an application showing such sponsorship must be rejected. Signs advertising liquor or gambling concerns shall not be displayed on any race airplane. AWTAR, Inc. assumes no responsibility in regard to contestant's arrangements with their sponsors or the sponsor's publicity.

8. During the period of the race, husband, relatives, sponsors and/or friends shall not fly the race route with or ahead of the contestants. Such action may be considered IN VIOLATION OF THE INTENT, PURPOSE AND SPIRIT OF THE RACE and may, therefore, be grounds for the Disqualification of the pilot or pilots concerned.

9. No pilot or co-pilot shall have any claim for damages, expenses or

otherwise against the AWTAR, Inc., the National Aeronautic Association, The Ninety-Nines, Inc., or any others connected with the race by reason of disqualification or elimination of either the airplane or the pilot. An express waiver shall result from participation.

10. The Board of Directors of AWTAR, Inc. reserves the right to refuse participation in the race to any applicant for any reason deemed sufficient by a majority of this Board.

11. Members of the AWTAR Board of Directors shall be eligible to compete in the race but, after Impound deadline, shall not function in any official capacity concerning inspection or timing during that race and from the start of the Pilot Briefing through the final Debriefing will be regarded as *contestants only*.

12. Any interpretation of the Rules and Regulations must be issued in writing by the Board of Directors of AWTAR, Inc. to be considered official.

13. SPORTSMANSHIP AT ALL TIMES – BEFORE, DURING AND AFTER THE RACE – WILL BE SHOWN BY ALL CONTESTANTS SO THAT THIS EVENT MAY BE ONE THAT IS A CREDIT TO ALL WOMEN IN AVIATION.

CONTESTANTS AND OFFICIALS:

This year, more than ever before, the eyes of the world will be upon the POWDER PUFF DERBY. We are, therefore, appealing to you to choose your wardrobe carefully.

* * * * *

NOTICE: TO USE ALL OR ANY PORTION OF THESE RULES AND REGULATIONS OR APPLICABLE AWTAR FORMS FOR ANYTHING OTHER THAN THE POWDER PUFF DERBY, PERMISSION MUST BE OBTAINED IN WRITING FROM:

ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC.
Teterboro Airport
Teterboro, N.J. 07608

UPON OBTAINING WRITTEN PERMISSION, APPROPRIATE CREDIT MUST BE GIVEN IN ALL PRINTING AND TWO COPIES OF ALL SENT TO AWTAR, INC. AT THE ABOVE ADDRESS.

THANK YOU