

RACE RULES AND REGULATIONS
FOR NINETY-NINES 4th ANNUAL ALL WOMAN
TRANSCONTINENTAL AIR RACE
SAN DIEGO, CALIF. TO GREENVILLE, S.C. VIA CHARLESTON, S.C.
JUNE 11 TO JUNE 15, 1950

"SAFETY FIRST"

The following rules and regulations covering the transcontinental air race were developed by the committee to assure maximum safety for all participants, and to guarantee that each contestant will have an equal chance in all controllable respects. The committee relies upon each pilot to exercise good judgement at all times for safety, thus insuring a race that is fun, as well as a credit to the Ninety-Nines.

THE RACE

This is an elapsed time, handicap race, which means that the first one over the finish line will not necessarily be the winner, because all planes will not take off at the same time. It is for light planes only (0-300 hp). It is an all-woman race for women possessing a currently effective private pilot's license or better.

START, FINISH, DATES

The Transcontinental Air Race will start from Lindberg Field, San Diego, Calif., and will end at the finish line at Greenville, South Carolina. If weather at San Diego appears to be questionable for VFR flight, starting point may, by action of the committee, be changed to Gillespie Air port, San Diego. Date of race start is Sunday, June 11, 1950. Official date of race finish is noon, Thursday, June 15, 1950.

RULES AND REGULATIONS

PILOT

1. Participation is limited to women only, and all passengers carried must be women.
2. Pilot must have a private pilot's license or better, and a currently effective medical certificate. These must be carried by the pilot. If plane is equipped with radio, pilot or co-pilot must have license to operate radio-telephone equipment in aircraft.

AIRCRAFT SPECIFICATION AND HANDICAP SPEED

1. This race is limited to NC'd manufacturers' stock model airplane not exceeding 300 HP.
2. The handicap speed rating of each aircraft will be computed using as a basis the manufacturers' cruising speed as advertised for each particular model airplane. In the event the manufacturers' advertised cruising speed is listed as "over____MPH",

Transcontinental Air Race Rules & Regulations. (Cont'd)

or " miles per hour plus", the figure used in computing the handicap speed rating will be interpreted by the committee to be plus one miles per hour.

3. All handicap speed ratings will be announced by the committee as soon as possible after individual race entry is approved. These will not be altered after once being determined for each aircraft.

ENTRY AND FEES

1. Entry blanks must be in the hands of the air race committee by midnight, June 6, 1950. No entries will be accepted after this deadline.
2. Each contestant (pilot only) will fill out and return the following:
 - a) Notice Of Air Race Entry (in triplicate)
 - b) Application for FAI Pilot's Certificate (together with two passport size photos, $2\frac{1}{4} \times 2\frac{1}{2}$ inches) (NOTE: this is a permanent certificate. If you were in the race last year; or if you obtained it at some other time, you do not need to apply for it this year. Write on the blank your name and the word OBTAINED.)
 - c) Application for the FAI Sporting License.
3. Each contestant (pilot only) will enclose the following fees at the time of filing Notice of Air Race Entry:
 - a) For 2 a) above -- \$10 (ten dollars)
 - b) For 2 b) above -- \$10 (ten dollars). (If you have ever paid this you do not have to pay it again, since this is a perpetual certificate which does not require renewal.)
 - c) For 2 c) above -- \$2 (two dollars)
4. No fees will be returned unless applicant for race entry is rejected by the race committee.

PLANE ARRIVAL AND IMPOUND

1. All participating aircraft must be turned over to the committee at Lindberg Field, San Diego, Calif., (or Gillespie Airport, San Diego, Calif., as weather alternate) by 12:00 o'clock noon on Saturday, June 10, 1950. As of said date and time, planes will be impounded by the race committee and will not be allowed to leave the impounding area before the start of the race. Planes will be kept under guard from the time of impounding until the start of the race. If for any reason an entrant cannot have her plane at the impounding area by above stated date and time, an excuse will be accepted and the plane not disqualified providing the unanimous approval of all other pilots in the race is obtained and approved by the race committee.
2. Repairs may be made on the airplanes while they are impounded.

Transcontinental Air Race Rules & Regulations. (cont'd)

3. No change in aircraft will be permitted after impounding time; although entrant may use a plane other than the one specified in the entry blank. Such change must be brought to the attention of the air race committee at impounding time.
4. Planes will be inspected at both ends of the race by a CAA or certified inspector designated by the race committee. Inspection will include:
 - a) Check to determine that planes conform to specifications herein stated as to horsepower, and manufacturer's stock model limitations, etc.
 - b) Check that the following certificates are in the plane --Airworthiness Certificate; Registration Certificate; 309 or Operations Limitation.
 - c) Check to determine that airplane is able to pass 100 hr. inspection regardless of when last inspection was completed.
5. Disqualification of plane for this race will result if planes logs are not in order in the plane at the time of inspection, as listed in b) above.

PILOT BRIEFING

All pilots will meet with the race committee at 3:00 P.M. on June 10, 1950. Any pilot not attending this meeting will be disqualified from competing in the race, unless excuse given is unanimously accepted by the race committee. If excused the tardy pilot must go over the rules with the race committee and sign statement that she has read and understands the rules completely. All other pilots will sign such a statement during pilot briefing.

RACE COURSE

Route of the race from San Diego to Greenville is as follows:

Airways from San Diego to Meridian, Miss. (Red 9, Green 5, Red 10); Atlanta, Ga. (Green 6); Airways from Atlanta to Charleston, S.C. Charleston, S.C. to Greenville, S.C. Entire route distance is 2,460 miles.

RACE PROCEDURE AND RON

1. Race winners will be determined on the basis of Elapsed Time.
2. Elapsed time will be counted from first official take-off of the day and will continue until the last landing of the day. Time consumed in gas stops will not be deducted from elapsed time.
3. Last landing of the day (overnight stop) MUST BE MADE at one of the following airports designated by the air race committee: Tuscon, Arizona; Columbus, New Mexico; El Paso, Texas; Wink, Texas; Big Spring, Texas; Abilene, Texas; Dallas, Texas; Tyler, Texas; Shreveport, La.; Monroe, Miss.; Jackson, Miss.; Meridian, Miss.; Montgomery, Ala.; Atlanta, Ga.; Charleston, S.C.; and Greenville, S.C.

Transcontinental Air Race Rules & Regulations (cont'd)

4. Method of keeping elapsed time is as follows: Upon first take-off of the day, and upon last landing of the day at officially designated airports, pilot's official air race log must be punched by the time clock in airport tower or weather bureau. In addition, ALL PILOTS must have their logs punched at Charleston, S.C., whether they RON'd there or not. This is the only stop into which all planes MUST fly.
5. DISQUALIFICATION WILL RESULT FROM FAILURE TO REMAIN OVERNIGHT AT ONE OF THE ABOVE LISTED AIRPORTS DESIGNATED BY THE COMMITTEE, OR FROM FAILURE TO HAVE LOGS PUNCHED ON MECHANICAL CLOCKS UPON LANDING OR TAKE-OFF AT DESIGNATED RON STOPS, AND CHARLESTON, S.C. This will be an AUTOMATIC DISQUALIFICATION without appeal.
6. It is not necessary to have logs punched at gas stops.
7. Last landing of the day will be made not later than one-half hour past official sunset. Take-off will be made not earlier than official sunrise. (Each pilot will be given a list of official sunrise and sunset time for designated airports. This will be issued at pilot's briefing.)
8. All flying during the race must be made in accordance with CAR and CAA visual flight rules. Any entrant attempting to fly under instrument flight conditions, or who violates any Civil Air Regulation, or local field rule, will be disqualified by the race committee.
9. ALL PILOTS, either individually or collectively, must send RON telegrams each night to: Evelyn Briggs, Air Race Committee, 3111 Shadowlawn, San Diego, Calif. In addition, all pilots must send an ETA telegram the night before intended arrival in Greenville, S.C., to Mardo Crane, Air Race Chairman, Greenville, S.C.
10. In case of a forced landing at a place other than a designated airport, entrant must be able to fly plane to one of the designated airports arriving not later than the one-half hour past sunset of that same day. Failure to comply will result in automatic elimination of entrant.
11. In the event that an entrant returns to the same designated airport more than once during the same day, EACH TAKE-OFF AND LANDING must be punched in on the time clock. (This will protect the entrant in case this return also turns out to be the last landing of the day due to weather, engine trouble, etc.) Elapsed time, however, is still computed from first official take-off to last landing of day.
12. Pilot logs during the race will be standard form issued to the pilot by the race committee. Record of time, other than punched by the mechanical clocks, must be kept in Pacific Standard Time for the entire trip. Logs must be kept in ink or indelible pencil with no erasures. Mistakes must be marked through. Logs must be turned over to air race committee within one hour after pilot lands at Greenville, S.C. at the end of the race.
13. Elapsed time will end when the pilot buzzes the finish line at Greenville, S.C.

Transcontinental Air Race Rules & Regulations (cont'd)

14. Protests may be filed by pilots any time after the official end of the race, up to and during the pilots meeting in Greenville. Protest fees \$5 per protest, required in NAA Sanctioned races. Protest must be in writing.
15. Decision of the air race committee will be final in any and all cases. The right to exclude any entry at any time in this event is vested in the air race committee.
16. Interpretations of the rules by the air race committee must be in writing to be considered official, and all members of the race committee must concur.

OFFICIAL INTERPRETATIONS

Listed below are a few questions and answers that may arise in the minds of potential race entrants. These may be considered official interpretations of the race.

1. Q. Do I need a radio in my plane if I enter the transcontinental?
A. No. It is, however, highly recommended.
2. Q. May I take another pilot or passenger with me?
A. Yes. An entrant may take a co-pilot, or as many passengers as her plane will permit. All passengers must be women.
3. Q. May I pick up a passenger en route during the race?
A. No. Co-pilot, and ALL passengers must be aboard at the starting point. No men may be carried at any time during the race.
4. Q. What special arrangements or accessories may I have in my plane and still have it considered "stock model"?
A. Any prop, gas tank arrangement, cross-wind landing gear, or other attachments considered stock model, or approved under Federal license for stock model aircraft by the respective factories are legal for the race. (Examples would be Aeromatic or Beech props instead of standard metal or wooden props; or standard third gas tank in Navion. These would be accepted under stock model classification.)
5. Q. May I have "blind flying" instruments in my airplane?
A. Yes. No instrument flight will be permitted, however, since the race is to be flown entirely by VFR flight rules.
6. Q. Do I list my gas stops and must they be made at a designated airport?
A. No. Gas stops are up to the pilot, and may be listed if desired.
7. Q. How do I figure elapsed time?
A. Elapsed time is figured from your first official take-off time to your last landing of the day.

Transcontinental Air Race Rules & Regulations (cont'd)

8. Q. Do I have to carry a parachute?
A. No. It is highly recommended that all pilots be so equipped. Also such things as a thermos of water, knife, and matches could very well become necessities in case of a forced landing in some of the territory over which the pilot will fly.
9. Q. Will aeronautical charts be available for me in San Diego?
A. It is doubtful that all charts, etc., will be available in San Diego. It is advised that pilots have all such with them.
10. Q. Will the time clocks punch my log in the standard time of the designated airport where I land?
A. Not necessarily. Some time clocks may be set in Greenwich (or Zebra, as it is known) time. This time difference will be adjusted by the air race committee at the time of computing winners.
11. Q. How many stops at designated airports will I actually have to make?
A. RON stops, and Charleston, S.C. are the only stops you will have to make at designated airports.
12. Q. How many times will my log have to be punched by the time clock?
A. Logs must be punched by the time clocks: 1. Before take-off each morning at designated airports. 2. At last landing of day at designated airports. 3. At Charleston, S.C.

The following is the method we are using to determine the winners of the Ninety-Nines All-Woman Transcontinental Air Race, which will be flown from Lindberg Field, San Diego, Calif., to Greenville, South Carolina, via Charleston, S.C.:

All information used in determining the winners will be included on the Official Flight Log (copy of log enclosed), which will be given each entrant at the briefing session with the air race committee.

1. When the airplane is impounded at the starting point it will be inspected by a member of the Race Committee, and a CAA Maintenance Inspector or representative. The Make, Model, H.P., and NC will be entered on a log and signed by a Race Committee member.
2. The manufacturer's advertised cruising speed will be entered, and the HANDICAP determined by dividing the total distance — from San Diego to Greenville, S.C. (via Charleston, S.C.), 2460 miles, by the manufacturer's advertised cruising speed. This will give the HANDICAP in HOURS.
3. Upon arrival at Greenville, the entrant will complete her last landing time on the Log and turn it over to the Race Committee there.
4. The Race Committee at Greenville will compute the ELAPSED TIME from Official take-off time to the last landing of the day. It must be noted that all entrants must land at Charleston, S.C. and have their Log punched by the time clock there. The TOTAL ELAPSED TIME will then be entered on the Log. (Note: Minutes must be converted into tenths (10ths) of hours for means of computation.)
5. The HANDICAP (hours) divided by the ELAPSED TIME will determine the winner. The LARGEST NUMBER is the winner. This division may be carried out as many decimal points as necessary to determine winners.
