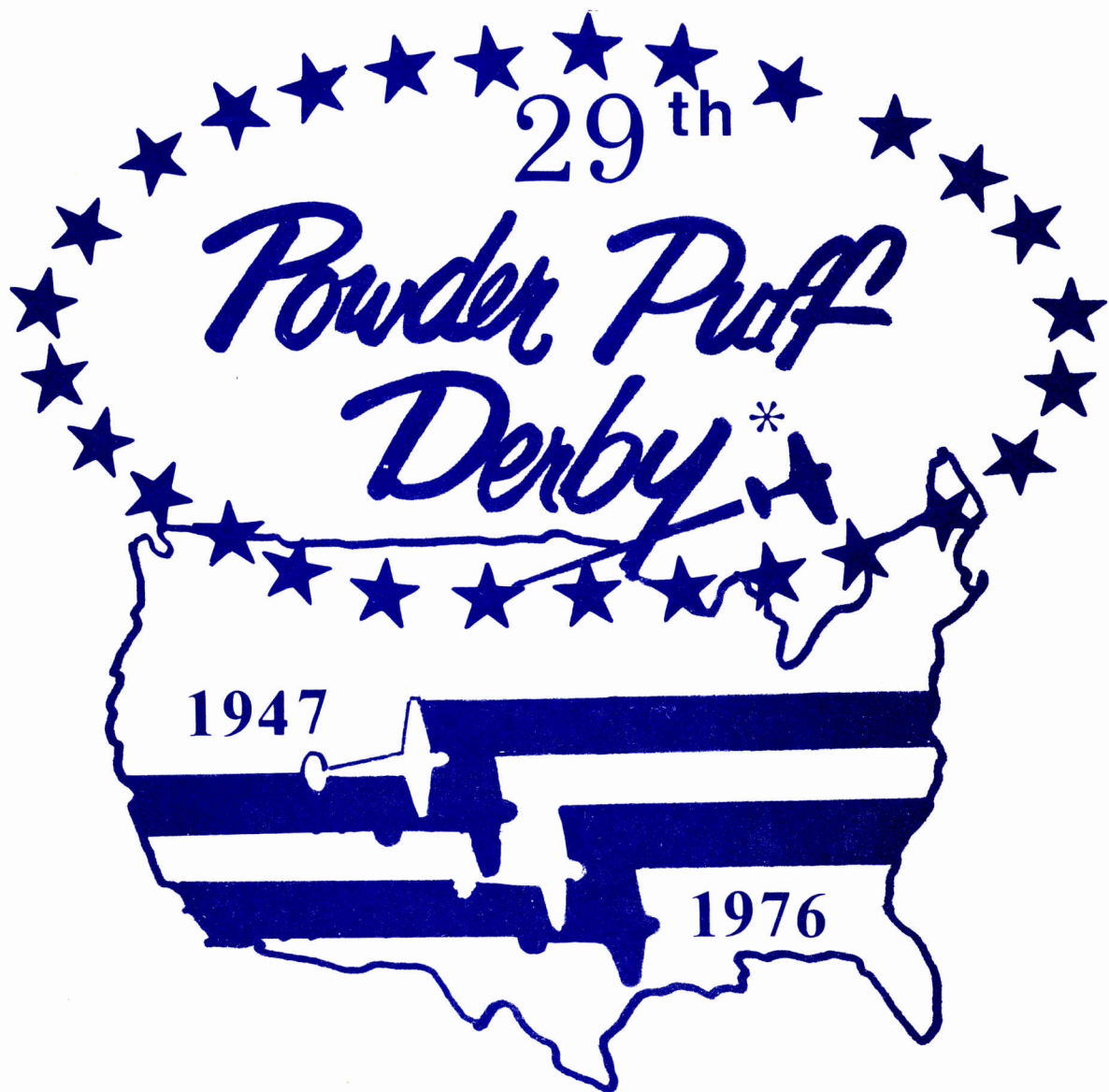




Take-Off - July 9, 1976

Deadline to Finish - July 12, 1976

Rules & Regulations

ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC.
Box 6, Terminal Building
Dallas Love Field
Dallas, Texas 75235

AWTAR File # 2-01
(1976)

1976

POWER PUFF DERBY *
RULES AND REGULATIONS

<u>SECTION</u>	<u>DESCRIPTION</u>	<u>PAGE</u>
A.	The Race	1
B.	Safety First.....	1
C.	Handicapping.....	1
D.	Pilot and Crew Qualifications.....	2
E.	Airplane Eligibility.....	2
F.	Application For Entry and Fees.....	5
G.	Impound and Inspection Of Airplanes At The Start.....	7
H.	Impound and Inspection of Airplanes At The Terminus.....	9
I.	Pilot Responsibilities.....	10
J.	Pilot Briefing before The Start.....	11
K.	Post-race Pilot Meeting (Debriefing).....	11
L.	Protests and Requests for An Investigation...	11
M.	Method Of Scoring.....	14
N.	Flying the Race.....	16
O.	Extension of Deadline To Finish.....	19
P.	Miscellaneous.....	19

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

* Registered Trademark

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 450 horsepower for maximum continuous operation. It is flown in daylight hours and under VFR conditions only. Re SVFR (See N. 13 and 14).

B. SAFETY FIRST

1. The following Rules and Regulations covering the ALL-WOMAN TRANSCONTINENTAL AIR RACE (AWTAR) have been 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, experience and test runs. The handicaps (Par Speeds) are published each year by AWTAR, Inc. and are final for that year's event. Confirmation of aircraft official "Par Speed" is sent after contestants 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 airplane. The airplane with the highest score is the winner.

3. To be eligible to race, an airplane must meet 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. To enter an airplane for which no official AWTAR handicap, "Par Speed", exists, the following procedure will be followed:

- (a) Request for consideration of the eligibility of this airplane must be submitted in duplicate to the AWTAR Board of Directors by February 15 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.

C-3 (Continued)

- (b) At least two airplanes of the same make, model and configuration must be made available to the AWTAR Board no later than February 15 of the year of the race for flight test, except in the case of airplanes not of U.S. design and manufacture. (See Section E-1, E-3)

D. PILOT AND CREW QUALIFICATIONS

1. Participation in the race is open to women pilots only. No passengers or pets 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. (Prior to Application for Entry)
 - (b) Current appropriate Medical Certificate.
 - (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)
 - (e) Proof of Biennial Flight Review (Log Book) or equivalent flight checks, such as added rating.
3. A pilot from any country other than the U.S.A. must hold a valid pilot's certificate in her own country. In addition, if she flies a U.S. registered aircraft she must hold or obtain a U.S. Airman's Certificate. She shall obtain a Sporting license from her own National Aero Club or the N.A.A.
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 (exception - A co-pilot from any country other than the U.S.A. who does not speak English. She must sign a statement that she will not use the radio in the race.)
 - (d) Co-Pilots should have experience flying the same make and model of aircraft in which they are racing.
 - (e) Proof of Biennial Flight Review (Log Book) or equivalent flight checks such as added rating.

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 450 Horsepower for maximum continuous operation, and manufactured on or after January 1, 1964. (Date of manufacture is determined by Serial Number.)

E. - 1. (Airplane Eligibility) - Continued

The maximum continuous horsepower of engine must not exceed manufacturers' or FAA rated horsepower for that combination airframe and engine as stated in Application for Entry. Eligible airplanes must be manufactured under FAA Type Certificate in compliance with Federal Aviation Regulations, Part 23, and must have a current Airworthiness Certificate. The AWTAR Board reserves the right to refuse participation to any airplane not fully meeting the requirements as outlined in these Rules and Regulations.

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

- (a) STOCK Aircraft: In order that no contestant shall gain an unfair advantage by altering or modifying her aircraft, the following defines and serves as AWTAR's outline of the intent of "stock" aircraft:
 - (1) Every airplane must be an unaltered, production model, in its original configuration except as provided in 2-C.
 - (2) No field modifications will be approved, whether or not the part is STC'd. (This, of course, does not apply to mandatory A.D. notes.)
 - (3) Any FACTORY modification kit, once installed, may not be removed.
 - (4) No factory approved equipment, including but not limited to, seats, steps, OAT, may be removed, regardless that it may have been listed as an option.
 - (5) None of the above shall apply to any avionics installed, removed or relocated, or the addition or removal of wheel fairings, and 5th & 6th seats.
- (b) The airplane make and model must be listed in the FAA Airworthiness Specifications, or Type Certificate Data Sheets.
- (c) All components and equipment, modifications and alterations must be listed in the FAA Airworthiness Specifications, Type Certificate Data Sheets, or FAA approved manufacturer's optional equipment lists, 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 provided 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 Type Certificate Lists approved on any other basis acceptable to the Administrator may not lie within the intent and meaning of

E-2 (c) (Airplane Eligibility) - Continued

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.

- (d) At least five airplanes of a make and model must have been manufactured and available for sale to the general public to make it eligible.
- (e) All rigging must be in accordance with FAA and manufacturers' specifications.
- (f) TAPING: Airfoils, except for the race number on the tail, may not have applications other than paint. Advertising may be taped, but to the fuselage only. There are no restrictions on paint anywhere on the aircraft, provided it does not violate FAR, nor obscure the race and "N" numbers.
- (g) Rotating Beacon or Strobe must be operating properly for take-off..

3. 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 an 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.

4. All airplanes must have had an Annual Inspection within 3 months AND 50 hours prior to the Start of the race or be maintained under a current Progressive Inspection Program. The Annual Inspection must be conducted in accordance with Federal Aviation Regulations 91.169, 91.171 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.

E. (Airplane Eligibility) - Continued

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, or Progressive 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 or copy of FCC Fleet 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, functioning ELT and transponder.

7. Any approved radio equipment, extra instruments, and/or auto-pilot desired by the Pilot may be installed, provided the Weight and Balance data is properly executed for such equipment prior to impounding deadline and provided 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.
- (c) 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.)
- (d) Insurance should cover at least June 23 to July 23, 1976 in event the race is extended. (See 0-1, 2 and 3)

F. APPLICATION FOR ENTRY AND FEES

1. Four copies of the #3-01, #6-01, #6-01S, #6-01S2, and one #6-01S0 & #602 filled out completely and legibly; 3 copies of the #5-03 with contestant's column

F. 1. (Application For Entry and Fees) - Continued

filled in; and a minimum of two black and white glossy 5 x 7 (or 8 x 10) photos of pilot and co-pilot must be mailed to AWTAR, Inc. Box 6, Terminal Bldg., Dallas Love Field, Dallas, Texas 75235. Any incomplete entry or one with forms which present illegible pages will NOT be accepted and will not be eligible for a race number until rectified.

2. ENTRIES will not be accepted and given a race number unless (and until) the Pilot and Airplane qualify per Rules D. and E.

- (a) 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. Headquarters by May 25, 1976. \$ 150.00 of the entry fee will be refunded to an entrant who has cancelled, PROVIDED SHE IS REPLACED BY A STANDBY.
- (b) If there are more than 150 qualified entries postmarked on opening day of entries, priority will be given to members of the Ninety-Nines (must be pilot-in-command). The order of stand-by will be determined by drawing.

3. The entry fee for pilot-in-command members of the Ninety-Nines, Inc. is \$300.00. The entry fee for non-members is \$350.00. Check or money order must accompany the Application for Entry. This entry fee will not be returned unless the application is rejected or not able to race in pursuant to F. 2 (b) of these rules. In the event the race is cancelled due to emergency or other reasons, the entry fee will be used by AWTAR, INC to offset expenses to date. Any remainder will be apportioned and returned to the applicants.

4. IMPORTANT: ENTRIES MUST BE POSTMARKED NO EARLIER THAN MARCH 15, 1976, AND NO LATER THAN MAY 1, 1976.

5. Applications for Entry must be complete to be accepted in the order in which they are postmarked. Applications for Entry postmarked the opening date of entry will have their sequence determined by drawing. Air Race Numbers, thenceforth, will be assigned to each airplane in the order in which the applications are accepted.

REQUESTS FOR SPECIAL RACE NUMBERS: Numbers 1 through 11 will be determined by drawing only. Special numbers will not be assigned to any requests post marked after November 3, 1975. Any racer who has been assigned a special number must submit a complete entry postmarked on the First Day of Entry to retain that number. If the complete entry does not qualify for a First Day Entry, she will forfeit the fee.

6. 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.

7. CHANGES

(a) AIRCRAFT

- (1) In the event a pilot finds she will have to fly an airplane other 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 June 1, 1976 accompanied by a fee of \$25.00. No changes in make, model

F. 1 (Application For Entry and Fees) - Continued

or horsepower of airplane will be allowed after June 1, 1976.

- (2) The only change allowed after June 1 is to another plane of the same make, model, and horsepower, in which case the pilot must report this change on #5-03's; one to be sent to Betty Wharton, Dir. of Inspection, 6441 Montezuma Road, San Diego, California 92115, Two #5-03's to be sent to AWTAR INC. Headquarters with a fee of \$25.00 no later than June 21, 1976.

(b) CREW:

- (1) Any change in Co-Pilot must be accompanied by proper forms in quadruplicate, plus photo and a fee of \$15.00.
- (2) In the event the Pilot must withdraw from the race, she must notify AWTAR, INC. in writing. Her Co-Pilot may assume command of the entry if qualified and properly entered by closing date of entries with the pilot's written approval, a \$15.00 fee, and written notification of change received by the AWTAR Board no later than IMPOUND DEADLINE.

NOTE: Deadline for the Official Program is May 1, 1976.

G. IMPOUND AND INSPECTION OF AIRPLANES AT THE START

1. Participating airplanes must be in the Inspection Compound and ready for inspection by IMPOUND DEADLINE, 1700 PDT, July 5, 1976. 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 Compound Area until the Start of the race, unless directed by Inspection Officials.

2. All Pilots and Co-Pilots must register in person with AWTAR Inspection scheduling and credential check 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 8:00 AM the morning of July 7 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 can not 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 Judge's 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 all mandatory pilot briefings at the scheduled times prior to take-off.
- (d) The Pilot's written request to be accepted in the race must be approved by the Judge's Committee at the Start.

G. (Impound and Inspection Of Airplanes At The Start) - Continued

4. THE RACE NUMBER (which is assigned to each airplane in accordance with Section F, Para. 6 of these Rules) and all advertising must be on the airplane before it is brought to the Inspection Compound. This number MUST BE BLACK ON SOLID WHITE BACKGROUND AT LEAST 18 inches high and the bars of the numeral NO LESS THAN 3 Inches wide. This white background must extend at least 2 inches around the number. The numbers must be on both sides of the Airplane's TAIL.

EXCEPTIONS: V-Tail Bonanzas, Canadian aircraft, Piper Cherokees with "corrugated" tail surfaces, Aero Commander 112 and 112 A's may have the race number on the Cowling (forward of wing) OR on Fuselage (not to interfere with Registration Number).

Any other number on the airplane, except the registration number must be obliterated. Sponsor's advertising must be so located as not to interfere with the Race or "N" Number. YOUR TIME CAN BE Clocked ONLY IF YOUR NUMBER IS READABLE.

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 the AWTAR Board of Directors, give a demonstration of full throttle or full throttle performance in flight.
- (e) Request that the entrant authorize or perform any other tests or inspection that the officials deem necessary.

7. In the absence of the Pilot, the airplane may be moved by the ground crew if necessary, but not taxied.

8. Airplanes which require repair, adjustment or maintenance at the recommendation of Inspection Officials during initial inspection will not be impounded. Repairs and adjustments may be made on an airplane after it is impounded only with the approval of the Inspection Official and must be completed before the airplane can be reapproved. These airplanes must have the needed repairs and be ready for re-inspection by 1200 Local Time July 8, 1976. An airplane which has not passed final inspection by 1500 Local Time July 8, 1976 shall be scratched from the race.

G. (Impound and Inspection of Airplanes At The Start) - Continued

9. Each airplane will be tied down in the Impound Area when it has satisfactorily passed inspection. It is considered ready to race and no access to cockpit shall be permitted unless special permission is granted by AWTAR or an Impound Official, or their designee, who will accompany the contestant.

No one other than the Pilot and Co-Pilot will be permitted to approach the airplane except morning of take-off.

EXCEPTION: For the purpose of taking pictures, Press or Sponsor may obtain permission and be accompanied by Pilot, Co-Pilot and/or Impound Official.

A Pilot and/or Co-Pilot may wax and polish their airplane after it has been impounded, but no other work on the airplane is permitted without specific permission from a designated AWTAR Representative.

10. There will be no oil changes or draining of fuel in the IMPOUND AREA.

11. No fuel trucks will be allowed in the Impound Area except for topping procedure under the direction of the AWTAR Committee the day before take-off. If a contestant desires additional fuel or other service the morning of take-off, she may give up her take-off sequence and be refueled after the Impound Area is clear of other aircraft.

12. The Judge's Committee at the Start, with or without a protest, may, after investigation, disqualify any airplane or any pilot should it obtain knowledge prior to 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. Airplanes are then placed under guard and may 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. Release from Impound, other than following the Debriefing, will be issued ONLY by the AWTAR Board of Directors. No mechanical work may be done on any aircraft until after it is inspected, and then ONLY upon approval of the Board. 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 is disqualified 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.

H. (Impound and Inspection of Airplanes At The Terminus) - Continued

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, and with or without an in-flight test, 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 specification as set forth in these Rules, even though it was cleared to race by the Start Inspection Officials.

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) Paying Start Registration fee prior to Pilot Briefing and Terminus Registration fee prior to Pilot de-briefing. Failure to pay these will result in disqualification.
- (c) 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.
- (d) 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.
- (e) Having the current charts, latest ADIZ information, most recent "Notices to Airmen" data, and any other necessary information.
- (f) Having in her possession all required licenses as listed under "Pilot Qualifications", Section D. of these Rules.
- (g) Making her own hotel reservations.
- (h) If unable to fly the race, entry MUST notify AWTAR Headquarters until ONE WEEK prior to race Start; after that, the official NAA judges at the Start MUST be notified by phone or in person. Judge's name and phone number will be indicated on AWTAR Form #5-02B.
- (i) Ascertaining that all required certificates, papers and log books are in the airplane throughout the race. (Section E. Para 5 & 6)
- (j) Filing her flight plan in writing before each take-off and closing her flight plan upon each arrival. Failure to file a written flight plan and/or to close a flight plan will result in a 2 MPH penalty. All flight plans MUST be closed on the ground.

NOTE: When no FSS is on the field and a flight plan is phoned in, a written copy must be given to the Stop Chairman.

- (k) MANDATORY: Failure to file an RON message each night following the prescribed method given to all contestants at pilot briefing before the Start will result in a 2 MPH penalty.
- (l) Notifying immediately the Chairman of Terminus Timers' Committee and the nearest Stop Chairman in the event of withdrawal from the race by Pilot and/or Co-pilot. 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.

I. (Pilot Responsibilities) - Continued

but also be able to answer intelligently and accurately all questions from the 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 and weather 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.

K. POST-RACE PILOT MEETING (DEBRIEFING)

1. A closed pilot meeting will be held after the race. Contestant attendance is mandatory; except in an extreme emergency, absence may be allowed with Board approval.

2. Each Pilot will have had the opportunity prior to this meeting to check her own score with the Scorers' Committee.

3. Final scores will be announced by the Chairman, or a member of the Scorers' Committee at this meeting.

L. PROTESTS AND REQUESTS FOR AN INVESTIGATION

1. The Pilot (not the Co-Pilot) 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.

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 on properly filed protests and/or requests for investigation and on reports received from designated AWTAR Officials, enroute timers, 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) One to serve as Chief Judge.

(1) Chief Timer at the Start

(2) Two qualified appointees not holding executive positions in connection with the event.

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

(1) Chairman of the Terminus Timers Committee

(2) Two qualified appointees not holding executive positions 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.
- (2) 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.
- (3) Any contestant against whom such a protest or request for investigation has been lodged shall be notified of such action prior to take-off.
- (4) Starting in the race shall be taken as a protestor's 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) DURING THE START:

Start Judges will notify Terminus Judges of any rule infractions..

(c) 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 enroute (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 3 HOURS BEFORE THE DEADLINE MAY NOT FILE A PROTEST OR REQUEST FOR INVESTIGATION LATER THAN 1 HOUR AFTER THE DEADLINE.

EXCEPTION: IN THE EVENT A CONTESTANT SEEKS THE RIGHT TO PROTEST HER OWN SCORE, SHE MUST ACCEPT THE OPPORTUNITY (See K. 2) TO CHECK HER SCORE WITH THE SCORER'S COMMITTEE AND FILE HER PROTEST WITH THE JUDGES COMMITTEE WITHIN 1 HOUR OF THE END OF HER MEETING WITH THE SCORER'S 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.

L. (Protests and Requests For Investigation) - Continued

- (d) At the Debriefing, any scoring discrepancies noted at the debriefing must be corrected at that time. Scores are then finalized and announced by the NAA Officials and shall be irrevocable, except as appealed to NAA (See L. 9)

5. FEES:

- (a) A Protest or a Request for 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 \$100.00, 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 the engine and/or airplane is found to be ineligible, the Pilot of the protested 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 \$25.00, 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 that Committee. Failure of the Contestant to appear 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.

L. (Protests and Requests For Investigation) - Continued

- (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) ONLY THE JUDGES COMMITTEE MAY RULE A DISQUALIFICATION. 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 \$50.00 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 Chief Terminus Timer/ 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, transmitted to the Chief NAA Terminus Timer by the Official NAA Timers at the designated stops, will be the responsibility of the Official NAA Scorers at the Terminus.

2. Pilots will have the opportunity to review their fly-by and take-off times and their scores with the Terminus Scorers after which results as announced 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 across 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 commencing 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.)

M. (Method Of Scoring) - Continued

5. Mandatory Identification Fly-By:

- (a) In the event of radio failure, the Pilot must follow the special instructions on the pertinent #3-05 Fly-By
- (b) If when returning to the start or a designated airport, a pilot encounters a malfunction, bad weather, or other problems, she may, if the condition is not critical, fly across the timing line, or may obtain tower permission to land, and be timed on the runway. Her elapsed time will be counted against the leg being flown.
- (c) If when coming into a designated airport, a Pilot encounters a malfunction, bad weather, or other problems, ** she may, if the condition is not critical, fly across the timing line, or may obtain Tower permission to land, and be timed onto the runway in which case a penalty of 1 MPH will be added to her elapsed time and counted against the leg being flown. The reason for not flying across the timing line MUST be filed with the Official NAA Timer at that Stop.
- (d) If a take-off is aborted on the take-off runway, whether or not the plane becomes airborne, her time will start again on her second take-off and a 1 MPH penalty will be added to that leg for the aborted take-off.

** EXCLUDING RADIO FAILURE

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 when the time will end at "wheels on" and the 1 MPH penalty will be added.

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

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. PENALTIES will be in miles per hour instead of minutes this year. These will result in the ground speeds made being decreased by the following amounts:

<u>Penalty</u>	<u>Leg Score*</u>	<u>Skip Leg**</u>	<u>Overall Score</u>
1 MPH	1 MPH	1/2 MPH	.1 MPH
2 MPH	2 MPH	1 MPH	.2 MPH
3 MPH	3 MPH	1 1/2 MPH	.3 MPH

* The leg will be from take off to landing.

** If the leg on which the penalty is applied is combined with another leg for a leg prize.

10. A Contestant who finishes the race but is disqualified is NOT eligible for any awards approved for presentation at the banquet.

M. (Method Of Scoring) 0 Continued

11. CONTESTANTS MUST LAND AND FILE A FLIGHT PLAN IN WRITING:

- (a) At all MUST stops.
- (b) At leg start and finish airports to be eligible for THAT leg prize (Legs listed on AWTAR File #2-12A need not necessarily be flown non-stop in order to qualify for the awards.)

12. In the event of a tie, the entries 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 entries tying.

13. Clarification: "Entries placing after those who have tied will be awarded places and the prize money in accordance with their numerical order of finish; e.g., the entry finishing immediately behind three contestants who have tied for second place will be considered as having placed 5th, and will receive 5th place prize money."

N. FLYING THE RACE

1. At the Start of the race, 9:00 AM PDT, July 9th, 1976 the Pilot will hold her position until the Starter drops his flag, following which the Pilot will take off and fly a prescribed pattern and altitude (#3-05TO) which will take her past the Timers at which SECOND her time will begin. Rolling across the line on the runway prior to drop of the flag will result in a 1 MPH penalty. Failure to comply with the #3-05TO will result in a 2 MPH penalty.

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 Rules and the Federal Aviation Regulations, General Operating and 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 one-half of the down-wind leg and full base leg prior to entering final. She will be timed "wheels on".

N. (Flying the Race) - Continued

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.

IN THE EVENT THAT THE FAA ESTABLISHES A STANDARDIZED NATIONAL PATTERN FOR UNCONTROLLED AIRPORTS, IT WILL PREVAIL.

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 in accordance with specific instructions for each designated stop.

- (a) Any airplane failing to make radio contact with the tower may Not fly the timing line, but will enter the specified traffic pattern, per #3-05 supplied by AWTAR, Inc. at Start and await a green light prior to landing. In the event of failure to receive a light signal, contestants must have completed 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 on her first identifiable circuit, or wheels on if not identified prior to landing. Any exception to this rule will be noted on the #3-05. Penalty for flying the Timing Line without radio contact is DISQUALIFICATION..
- (b) A Pilot shall not leave any AWTAR "designated airport" 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.

7. SEE EMERGENCY ARRIVAL OR RETURN -- M. 5 of these Rules.

8. Re-flying at Designated Stops:

Any member of the AWTAR Board of Directors, or their appointee, shall have the right to require a test flight of any race aircraft at any designated race stop during the race.

9. A WRITTEN flight plan must be filed before each take-off to the next "designated airport" at which the Pilot intends to land, and activated in accordance with established FAA procedures, or per race instructions.

It must be closed on arrival or cancelled in accordance with established FAA procedures. Should a Pilot neglect to file a written 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 enroute

N. (Flying the Race) - Continued

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's flying any part of the route without a flight plan on file with FAA covering that part, or evidence of a Pilot's failure to properly close or cancel a flight plan, will be cause for a 2 MPH Penalty.

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 -- AWTAR File # 7-07.)

11. In the event that maintenance work or repairs on the airplane are necessary enroute, 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 extra-curricular flights enroute except where necessary for flight testing following maintenance, and only under the supervision of a stop official. AWTAR File #5-06 must be completed.

12. No SVFR Take-offs permitted. Penalty for violation: Disqualification.

13. When approaching any designated airport where there is less than three miles visibility, the Pilot must enter the pattern and land without flying by the timing line. Her time will be recorded "wheels on", plus the 2 MPH penalty.

14. NO REFLYING OF A TIMING LINE FOR TIMING OR IDENTIFICATION WILL BE ALLOWED.

Fly-bys must be flown according to directions issued. (See #3-05's.)

If a pilot executes a fly-by in a manner not conforming to the #3-05 (for example, flies the timing line in the wrong direction or wrong angle, or over the wrong area of the airport, such as over the taxiway instead of a specified runway, or on the wrong side of the runway or tower), a 3 MPH penalty will be added to her elapsed time on that leg.

15. A pilot will be DISQUALIFIED:

(a) If she fails to cross the finish line by 2000 EDT, July 12th, 1976.
(exemption: see 0)

(b) If she fails to be identified at a Mandatory Identification Spot.

(c) If she fails to land at a MUST stop.

(d) If her airplane remains over night at other than a named "designated airport." In the 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" *fly timing line* so as to arrive not later than official sunset of the same day.

16. OXYGEN MUST:

(a) Be used on flights of 30 minutes or more over 10,000 feet.

(b) Be used on all flights over 12,000 feet.

N. (Flying the Race) - Continued

17. Fresno Chandler Airport, Fresno, California is a refueling stop for airplanes of 180 H.P. or less and no RON's will be permitted there. Any airplane of more than 180 H.P. that stops will receive a 2 MPH penalty. (In case of an emergency, the reason must be filed with the stop chairman for review by the judges at the terminus)

Riverside Municipal Airport, Riverside, Calif.; Lubbock Regional Airport, Lubbock, Texas; and Will Rogers World Airport, Oklahoma City, Okla. are MUST STOPS. All other airports (except Fresno) are mandatory identification fly-bys.

18. 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 24 hours. In this event, the Chief Judge or her Assistant 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 O. 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 24 hours, notifying those concerned, as provided in O.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, and stakes. Penalty: DISQUALIFICATION.

P. (Miscellaneous) - Continued

4. Co-Pilots must be aboard at the Start, but they may leave the race enroute if this becomes necessary, in which event it is the responsibility of the Pilot to notify the Chairman of the Terminus Timers Committee, and the nearest Stop Chairman. The Pilot will not be eligible for any solo award.

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

6. 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. AWTAR, INC. assumes no responsibility in regard to contestant's arrangements with their sponsors or the sponsors' publicity.

7. During the period of the race, husbands, 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.

8. 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.

9. 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.

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

11. Contestants shipping their luggage through AWTAR do so at their own risk.

12. Contestants may not appear at any of the designated airports or race in bathing suits or short shorts.

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

* * * * *

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

ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC.
Box 6 Terminal Building
Dallas Love Field
Dallas, Texas - 75235

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

AMENDMENT TO RULES AND REGULATIONSN. FLYING THE RACE

17. (Paragraph 3)

For Riverside Municipal Airport, Fly-bys will be made at MARCH AIR FORCE BASE. All aircraft MUST LAND at Riverside Municipal Airport after making Fly-by for timing at March AFB.

Any contestant landing at Riverside Municipal Airport WITHOUT making a fly-by at March AFB for any reason, including emergency (e.g., Radio Out, Special VFR conditions) will receive the following penalty:

<u>PENALTY</u>	<u>LEG SCORE</u>	<u>SKIP LEG</u>	<u>OVERALL SCORE</u>
20 MPH	20 MPH	10 MPH	2 MPH

SPECIAL AWARDS:

- \$ 500 if contestant wins 1st Place in a Rockwell Commander 112 112/A
- \$ 250 if contestant wins 2nd Place in a Rockwell Commander 112 112/A

Please add to the General Race Fund list - AWTAR # 6-27:

ROCKWELL INTERNATIONAL, General Aviation Division
5001 North Rockwell Avenue
Bethany, Oklahoma - 73008

Mr. A. F. Balaban, Manager, Public Relations

AWTAR File No. 2-01 (1976)

AMENDMENT

RULES AND REGULATIONS

0. EXTENSION OF DEADLINE TO FINISH

5. Because of the increase in number of entries from 150 to 200 and the take-off order of the aircraft with lowest handicaps last, If it becomes evident from the best information available that less than 30% of the aircraft with a handicap of less than 140 mph which took off from the start can cross the finish line by published deadline, (or extended deadline) the Judges at the Terminus and two of the official AWTAR Board members assigned to the Terminus MAY have the authority to extend the deadline for these aircraft ONLY. In this event, the Chief Judge or her assistant will notify by telephone the Official NAA Timer at each airport concerned, including the new deadline (may be noon).

The Powder Puff Derby —

April 23, 1976

Dear Contestant:

Please insert the enclosed amendment to the AWTAR File # 2-01
RULES AND REGULATIONS in your copy.

Please return the enclosed post card as evidence of your having
received this admendment.

Additional rooms are available at SACRAMENTO INN, Arden Way at the
Freeway, Sacramento, CA 95815.

1 person single	\$ 18.00
2 persons double	22.00
2 persons twin	22.00
each additional person	4.00

See you in Sacramento,

AWTAR Board

All Woman Transcontinental Air Race, Inc.

Terminal Bldg. N-103, Dallas Love Field, Dallas, Texas 75235, Tel. 214-352-0374

Sanctioned by N.A.A. and conducted under rules of the F.A.I. Endorsed by The Ninety-Nines, Inc.