

RULES AND REGULATIONS

A. The “Palms to Pines” Air Race (hereinafter referred to as “Air Race”) is a cross-country air race, open to women pilots only and limited to stock airplanes of not less than 100 horsepower nor more than 300 horsepower. The Air Race will be flown during daylight hours under VFR conditions and in accordance with Federal Aviation Regulations.

B. The winner will be that airplane which averages the highest ground speed in relation to its “handicap” speed. The winner will be determined once all airplanes have crossed the finish line at the Terminus and their average speeds for the entire course have been computed by Race Officials.

C. All decisions made by Race Officials are final and non negotiable.

D. Pilot and passenger qualifications

Participation is open to women only.

Primary Pilot (PIC):

- Must hold at least a Private Pilot Certificate or Sport Pilot Certificate
- Must have a minimum of 100 hours total flight time
- Must hold a current FAA Medical Certificate or BasicMed
- Must have a current Flight Review

Co-Pilot (if carried):

- Must hold at least a Student Pilot Certificate
- No minimum flight time requirement
- Must hold a current FAA Medical Certificate or BasicMed
- A Flight Review is required only if applicable to the certificate held

Passengers (Non-Pilots):

- Must have a valid government-issued photo ID
- May not manipulate the aircraft controls at any time
- No pilot certificate, medical, or flight experience required

All participants must be at least 18 years old, except when a Primary Pilot is flying with her daughter.

No pets allowed in the Air Race.

E. AIRPLANE ELIGIBILITY

1. The Air Race is limited to STOCK airplanes certified in the Normal or Utility category, equipped with piston engines (normally aspirated or turbocharged) producing not less than 90 horsepower and not more than 300 horsepower. Aircraft must be manufactured under an FAA Type Certificate in compliance with FAR/Part 23, conform to all manufacturer and FAA specifications, and hold a current Airworthiness Certificate.

Exception: FAA-compliant Light Sport Aircraft (LSA) are permitted. Sport Pilots may participate in LSAs, provided the aircraft is properly equipped, maintained in accordance with FAA requirements, and meets all applicable airspace and operational requirements for the race.

During the Handicap Flight and the Race, the aircraft must be operated at maximum allowable continuous power within POH/AFM limits for the specified conditions. The engine's maximum continuous power may not exceed the manufacturer's or FAA-rated horsepower for the approved airframe-engine combination as stated in the Application for Entry/Registration.

2. 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.

3. All rigging must be in accordance with FAA and manufacturer's specifications. Streamlining by means of tape, caulking, etc., is not permitted, nor is the removal or stripping of any standard furnishings or equipment. Cylinders of crankshafts which have been chrome plated during overhaul or approved standard oversize rings and pistons shall be permissible so long as maximum horsepower as stated in the Application for Entry/Registration is not exceeded.

4. All airplanes must have a current FAA Annual Inspection with the proper notation made in the logbook and signed by a qualified mechanic or designated inspector. The Aircraft Inspection and Required Document list must be uploaded with all the other required documents.

5. The following documentation must be up to date and valid and carried in the airplane and presented at impound for inspection:

- A. Airworthiness Certificate
- B. Registration Certificate
- C. Weight and Balance Data
- D. Current FAA approved flight manual, placards listing, instrument markings or any combination thereof, containing each operating limitation prescribed for the aircraft by the Administrator (commonly referred to as the "POH")

G. All aircraft must be equipped with ADS-B out and, Mode C transponders and meet the requirements to fly within the Mode C veil of LAX's Class B airspace

F. APPLICATION FOR ENTRY/REGISTRATION

1. Registration forms must be completely filled out, accompanied by all required documents and uploaded. Primary Pilot, Co-Pilot, and passenger entry fee includes the banquet ticket. Additional banquet tickets may be purchased for \$80.

2. Payments should be submitted online via <https://PalmsToPinesAirrace.com> or via mail to: Los Angeles 99s, P.O. Box 66131, Los Angeles, CA 90066. Checks should be made out to 99s of the Los Angeles Area, Inc.

3. All entries with supporting documents, accompanied by all fees must be electronically submitted no later than July 13, 2026.

4. Race numbers will be assigned in the order that the completed registrations and payments are received. Race numbers will be assigned in the order that completed aircraft registrations and payments are received. Submission of pilot registration forms alone does not establish race number priority. A race number will not be assigned until the corresponding aircraft registration form and payment have been received and approved. Please note that if you make a payment by mail, issuance of race number will be delayed until your payment is received.

5. It will be the responsibility of the Primary Pilot to have the race number placed on BOTH SIDES of the fuselage or tail BEFORE BRINGING THE AIRPLANE TO IMPOUND (the spotters have a preference of race numbers on the cowl, for ease of spotting).

6. Race numbers should be at least 18 inches high, and the bar of the numerals at least 3 inches wide and located on the airplane so that they will be clearly visible on fly-by. If the race number is unreadable, you may be disqualified, as the timer may not have your proper scoring at the Terminus.

7. Black on a white background is the most desirable color for the race number. But any solid color that is in complete contrast with the colors on the airplane and easily distinguishable from the aircraft trim will be acceptable.

8. Race number must not be placed on any balanced control surface (rudder, aileron or elevator) unless there has been proper maintenance rebalancing or release documentation after application.

G. ENTRY FEES ARE NOT RETURNABLE / NON-REFUNDABLE

All entry fees are not returnable and non-refundable. The Race Officials reserve the right to refuse an application for entry. In this event, the entry fee will be refunded.

H. IMPOUND AND INSPECTION OF AIRPLANES

1. Impound deadline will be 4:00pm (PDT) Thursday, August 13, 2026. Tanks must be topped off at this time. "Top Off" is defined as full tanks per Flight Manual Specifications. If the aircraft is modified with extended range or auxiliary tanks or tip tanks, fueling these tanks is at the Primary Pilot's discretion.

2. All Primary Pilots, Co-Pilots, and passengers are requested to sign the Participation Agreement upon arrival and in no case later than 4:00pm (PDT) the day of Impound Deadline.

3. The following documents will will be inspected by Race Officials at impound:

For participants:

- Photo ID for all occupants of the airplane
- Pilot certificate (for Primary pilot and Co-pilot)
- Medical certificate or Basic Med for Primary pilot and Co-pilot

For aircraft:

- Airworthiness Certificate
- Registration Certificate
- Weight and Balance Data
- POH

Race Officials will also check that the tanks are full. Racers will have the opportunity to request fuel at impound from the FBO.

4. The airplane must pass final inspection by 4:00pm (PDT) Thursday. If an entrant is unavoidably delayed, please notify Race Chair, Yolanda Cortes, (phone number will be supplied before the Air Race), prior to Impound Deadline and upon arrival, shall submit a valid reason for being late. The Race Officials reserve the right to disqualify any Team

for any reasons. In addition, the following requirements must be met for entry into the Air Race.

5. Primary Pilots and Co-Pilots must attend all Pilot Briefings as scheduled.

6. No airplane can be approved by the Race Officials until all work on the airplane is completed and provided it passes final inspection by the closing deadline.

6. After inspection, no one will be permitted to make any repairs or alterations to the airplane. No one will be permitted to have access to the airplane without approval by the Race Officials and accompaniment of a Race Official or a designated Air Race representative.

I. INSURANCE, CLAIMS, WAIVERS, ETC

1. Each participant must carry a minimum of \$1,000,000 bodily injury liability on the airplane flown. Each participant is required to file a Certificate of Insurance with the Race Officials along with Registration forms. This Certificate of Insurance must contain a ten (10) day cancellation clause.

2. No Primary Pilot, Co-Pilot, passenger, participant or volunteer shall have any claims for damages, expenses, or liability against The Ninety-Nines, Inc. International Organization of Women Pilots, any of its chapters, directors, officials, agents, volunteers and employees, the Southwest Section of the Ninety-Nines, Inc, the 99s of the Los Angeles Area, Inc., or any of its committees, the cities of the Start, Fly-Bys, Overnights, or Terminus or any other connected with the Air Race by reason of disqualification of either the airplane, the Primary Pilot, Co-Pilot, any Passenger or participant, or for any other reasons. All participants must submit the signed Release of Liability with the Registration releasing all those connected with the Air Race from any and all claims, damages and expenses.

3. Airplanes shall be impounded before the start of the Air Race. Precautions will be taken, but neither the Race Officials, the Race Committee, the cities of the Start nor en-route stops, or any others connected with the Air Race will assume responsibility for fire, theft, windstorm, any Act of God or any other event giving rise to damages. It is the responsibility of the Primary Pilot to supervise, inspect and approve the tie down of their airplane.

4. Anyone leaving unpaid bills which were acquired prior to, during, or at any time in connection with the Air Race will be disqualified.

J. OPERATION OF THE RACE

1. Impound Deadline will be 4:00pm (PDT) Thursday before the Air Race takes off at Santa Monica Airport in Santa Monica, California (KSMO). Tower will direct all participants to the impound area if you announce yourselves as “Palms to Pines Racer” and have your race numbers in place on the airplane. Volunteers will be on hand to guide you to your parking spot.
2. The Air Race will start at 9:00am (PDT) Friday in Santa Monica (KSMO) and will terminate on Saturday at 1:00pm (PDT) in Madras, Oregon (S33). Scores will be announced at the banquet on Saturday evening.
3. It is the responsibility of the Teams to make all reservations before the start of the Air Race, such as hotels and banquet tickets for guests. The Team Entry Fee includes two banquet tickets. The extra passengers fee includes a banquet ticket as well. Additional banquet tickets can be purchased when registering and up till the closing date for entries.
4. All flying will be done under VFR conditions and in accordance with FAR’s during the hours between official sunrise and official sunset. Any participant found to have violated any part of the FAR’s or flown under IFR conditions will be disqualified.
5. It will be the responsibility of the Primary Pilot to have all necessary charts for the Air Race.
6. Timing of a participant will begin when flying by the timing line at the Start and will end when flying by the timing line at all stops. At intermediate stops, aircraft will take off and make a fly by for timing, per specific instructions received at the Pilot Briefing.
7. All timing will be done by official Timers appointed by the Race Officials.
8. The Race Officials will make all decisions regarding the operation of the race including as to any circumstances not specifically addressed in these Rules and Regulations.
9. All decision(s) of the Race Officials are final.
10. Your own good judgment and good sportsmanship are vital. All persons working with the Air Race are doing their best to make it safe, successful, and efficient. Please demonstrate good sportsmanship by being patient and courteous at all times.

K. PILOT BRIEFING

1. All participants must attend all Pilot Briefings and will be informed at Impound of the time and place of all Pilot Briefings.
2. All Primary Pilots and Co-Pilots are required to obtain a current FAA approved weather briefing on both mornings of the Air Race prior to takeoff for each leg of the Air Race.
3. It is highly recommended that all pilots utilize Flight Following services for safety and airspace compliance. Any Primary Pilot and/or Co-Pilot found to have violated airspace or operated their aircraft in an unsafe manner during the Air Race will be disqualified.
4. Strict noise abatement procedures are in effect at KSMO. They will be explained at the Pilot Briefing. For more information, see:
<https://www.smgov.net/departments/airport/content.aspx?id=8984>

L. MISCELLANEOUS

1. Takeoff order at the Start will be in order of race number. If an airplane is unable to take off in proper sequence, it must wait and may not again attempt take off until the last plane ready in sequence has departed. Aircraft experiencing mechanical difficulty will be allowed until one (1) hour after the last aircraft has departed to make ready for takeoff.
2. Repair and maintenance work en-route shall be entered in the proper logbook(s) and inspection of any such work will be made at the end of the race. Engine replacement during the Air Race is not permissible.
3. In the case of adverse weather, Race Officials shall have the authority to extend the deadline to finish, or to delay the takeoff time at start, or change the route.
4. It is the responsibility of the Primary Pilot to check with Race Officials at the en-route stops regarding any deadline extension.
5. Either certificated pilot may act as Pilot-in-Command, as agreed between the two, and may fly alternate legs as desired, provided the required pilot documentation has been submitted and approved by the Race Officials. Only one Pilot may be designated as the Primary Pilot.

6. In the event a Primary Pilot and/or a Co-Pilot is unable to finish the Air Race, contact Race Officials as soon as practical. No refunds will be given.
7. A Primary Pilot and/or a Co-Pilot may land at any fly-by designated stops per the procedures described at the Pilot Briefing for fuel, food or a personal comfort break. The time spent on the ground will not be included in the total time but it is the responsibility of the Primary Pilot to ensure timely arrival by the deadline to land.
8. A Primary Pilot and/or a Co-Pilot may land at an undesignated stop for fuel or in an emergency and not be disqualified provided they meet the deadline to finish at the Terminus. However, the time spent on the ground will be included in the total time, unless clocked at an official designated fly-by or stop.
9. All participants will RON (remain overnight) at the designated airport as outlined in the Air Race route. A RON at any other airport is justification for disqualification.
10. In the event that any Race team is unable to complete the Race to its Terminus due to proven aircraft mechanical problems, the Race Officials may award stage or other certificates to the Team or Teams who have the highest appropriate scores on the first and/or second legs of the Air Race.
11. Relatives or friends of a particular participant will not be able to fly along the race route or be at the official stops unless cleared by Race Officials. IMPORTANT: The participant could otherwise be disqualified from the Air Race.
12. For any questions not covered in the Race Kit email AirRaces@LA99s.org

IN ORDER TO MAKE THIS EVENT A CREDIT TO ALL WOMEN IN AVIATION, SAFETY AND SPORTSMANSHIP MUST BE THE PRIMARY CONSIDERATION AT ALL TIMES.