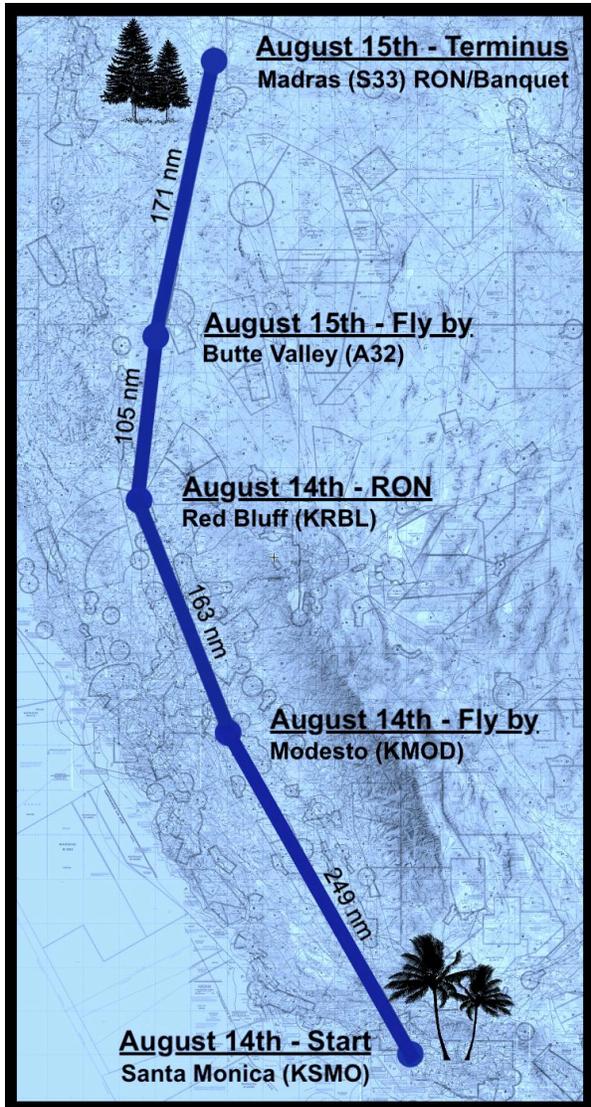


LA99s

Palms to Pines Air Race



August 14 and 15, 2026
(Impound August 13, 2026)



www.PalmsToPinesAirRace.com

RACE KIT TABLE OF CONTENTS

Page Nos.	Description
4	Important information
5	General information
6	Qualifications & Entry fees
7	Rules and Regulations
15	Handicap Procedures
17	Required Documentation
20	Participation Agreement
22	Registration Checklist

PALMS TO PINES AIR RACE

We race for the fun of it

The LA99s are dedicated to honoring our oldest tradition – air racing; and we could not be more excited to bring back Palms to Pines in 2026!

This race does not involve daredevil stunts, nor is it a race for prize money.

Our vision for this race is to focus on the fun and skill of flying, the camaraderie and sisterhood we share as women pilots.

This race will center on piloting safe aircraft, employing the use of good navigation skills, effective radio communications, situational awareness, and proper concern for the safety of our fellow pilots, property and each other's well-being.



IMPORTANT

In order to make the registration process as smooth as possible, please follow these steps:

1. Read the [GENERAL INFORMATION](#)
2. Read the [RULES AND REGULATIONS](#)
3. Read the [HANDICAP PROCEDURES](#)
4. Reach out to a Handicap Pilot and arrange for your Handicap Flight
5. Print the [HANDICAP FLIGHT DOCUMENT](#) and bring it with you for your Handicap Flight
6. Read the list of information that we will collect from you under [REQUIRED DOCUMENTATION](#).
7. Pay your registration fee. Payments are due at the time of registration.
8. Gather all documentations listed on page 19, and when you are ready to complete the registration, click on the following links to access the registration forms:
 - a. [PRIMARY PILOT](#) registration
 - b. [CO-PILOT](#) registration
 - c. [AIRCRAFT](#) registration to be completed by Primary Pilot
 - d. [PASSENGER\(S\)](#) registration
9. Print and have you or your insurance company complete the [CERTIFICATE OF INSURANCE](#). Once completed, submit to Airaces@la99s.org
10. Print and complete the [RELEASE OF LIABILITY](#). Once completed, submit to Airaces@la99s.org
11. Complete your Handicap Flight and submit the document to Hfc@la99s.org.
12. Book your hotels.

GENERAL INFORMATION

DATE OF RACE:	August 14 and 15, 2026
DATE OF IMPOUND:	August 13, 2026
STARTING POINT:	Santa Monica, California (KSMO)
TERMINUS:	Madras, Oregon (S33)
ROUTE Day 1:	START: Santa Monica (KSMO) COMPULSORY FLY-BY: Modesto (KMOD) REMAIN OVERNIGHT: Red Bluff (KRBL)
ROUTE Day 2:	START: Red Bluff (KRBL) COMPULSORY FLY-BY: Butte Valley (A32) TERMINUS: Madras (S33)

IMPORTANT TIMES:	
<u>Thursday</u> <u>August 13, 2026</u>	Impound opens – 1:00pm PDT Impound deadline – 4:00pm PDT Race Dinner - 6:30pm PDT
<u>Friday</u> <u>August 14, 2026</u>	Santa Monica Pilot Briefing – 8:00am PDT Race Start – 9:00am PDT Deadline to Red Bluff – Sunset Friday – RON
<u>Saturday</u> <u>August 15, 2026</u>	Red Bluff Pilot Briefing – 8:00am Takeoff Red Bluff – 9:00am PDT Deadline Finish – 1:00pm PDT Madras Awards Banquet – 6:30pm PDT

QUALIFICATIONS

Women participants only

Primary pilot must have Sport pilot certificate or higher and a minimum of 100 hours of total
flight time

Stock airplanes only 100-300 horse-power

Daylight hours, VFR conditions

Handicapped

ENTRY FEES

Registration Fee for Ninety-Nines members:	\$397 per airplane (includes Primary Pilot and Co-Pilot or Right Seat Passenger and banquet for both) All occupants of the aircraft must be current Ninety-Nines members to qualify for the member entry fee.
Registration Fee for non Ninety-Nines Members:	\$497 per airplane (includes Primary Pilot and Co-Pilot or Right Seat Passenger and banquet for both)
Extra passengers:	\$95 per person (includes banquet)
Banquet only:	\$80 per person

Registration closes at 9:00pm on July 13, 2026.

PLEASE NOTE: All fees are payable on registration and are non-refundable!

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. 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. 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.

HANDICAP PROCEDURES

Upon receipt of your registration, it is the designated Primary Pilot responsibility to arrange a Handicap Flight. Please make sure that we have your correct email address and phone number on the registration form. For questions about the handicapping not covered here email the Handicap Flight Coordinator at HFC@LA99s.org.

All teams will be assigned a handicap speed. The handicap speed will be determined during a designated flight (“Handicap Flight”) conducted with an Air Race handicap pilot (“Handicap Pilot”). The purpose of this flight is to determine the fastest speed the airplane will achieve under specified conditions while operating within aircraft limitations.

The Handicap Flight will consist of flying **four equal legs at maximum continuous power as permitted by the aircraft’s POH/AFM, at a density altitude of 6,000 feet.**

- Power settings must comply with all manufacturer limitations.
- For normally aspirated aircraft, this will typically mean throttle full forward.
- For turbocharged or turbo-normalized aircraft, pilots must set manifold pressure, RPM, and other engine controls to the **maximum allowable continuous power** for the conditions, as defined by the POH/AFM.
- Propeller control (if applicable) must be set to maximum RPM unless otherwise required by the POH/AFM.

The handicap pilot will record the airplane’s **ground speed using twelve (12) 25-second timing intervals on each leg.** All recorded speeds will be averaged to determine the aircraft’s assigned handicap speed.

To qualify for competition class in the Air Race, the aircraft must be capable of completing the entire Handicap Flight while operating at maximum allowable continuous power within POH/AFM limits for the specified conditions.

There are no exceptions for the handicap flight.

If the manufacturer’s operating limitations prohibit operating the aircraft at full power for the duration of the handicap flight, the aircraft is **not eligible to compete** in the Air Race.

Aircraft that are not eligible for competition may still participate in event activities, but will not be scored or awarded.

2. All maintenance should be completed and in compliance with the FAR’s prior to the handicap flight.

3. The aircraft should be clean – if the aircraft is dirty for the handicap flight it needs to be dirty for the Air Race.
4. Your fuel tanks must be Topped Off. “Topped Off” is defined as full tanks per Flight Manual Specifications.
5. Your gear must be retracted if your aircraft has retractable gear. Flaps must be retracted. Cowl flaps, if any, must be closed. All vents must be closed.
6. The airplane should be emptied and only contain the minimum equipment required per the FAR’s.
7. The Primary Pilot will fly the handicap flight and the Handicap Pilot will take the place of the Co-Pilot. If you have a Co-Pilot and/or passenger(s), they must be present for the flight. The Handicap Pilot will ballast if need be to match the weight of the Co-Pilot and/or passenger(s) for accuracy.
8. The Primary Pilot will be contacted by handicap pilot / Handicap Flight Coordinator after the team has registered for the race and coordinate a time and place for the handicap flight provided the Primary Pilot provides the appropriate paperwork to the Race Officials no later than July 13, 2026.

All teams are assigned a handicap speed. In order to obtain your team’s handicap speed, Teams must fly an acceptable Handicap Flight for the current year’s race. Handicap Flights must be completed prior to arrival at impound. If your airplane was handicapped this year for the Air Race Classic, we will accept that speed for your handicap for the Air Race.

If, at any time, new information is presented that calls into question the validity of the assigned handicap, the Primary Pilot must make their airplane available for additional Handicap Flight(s). The results of these flights may cause the handicap to change, either up or down. The Primary Pilot, Co-Pilot and passengers will be disqualified if it is found that any willful changes were made to the airplane, after the Handicap Flight, to gain race advantage.

All handicap speeds as assigned by Air Race Officials and Air Race Handicap Pilot(s) are final and non-negotiable. You will receive your handicap speed on the morning of the first weather briefing.

YOU WILL NEED TO PRINT THE HANDICAP FLIGHT DOCUMENT AND BRING IT WITH YOU FOR YOUR HANDICAP FLIGHT. CLICK [HERE](#) TO PRINT THE HANDICAP FLIGHT DOCUMENT.

REQUIRED DOCUMENTATIONS

The Palms To Pines Air Race uses Google Forms to collect participant and aircraft information and required documentation. You must be signed into a Google account to complete the forms. If you do not have a Google account, you may use a friend or family member's account.

All required documents must be uploaded within the forms. The forms cannot be submitted without uploading all required files.

Separate forms must be completed for the Primary Pilot, Co-Pilot, non-pilot passenger(s), and the Aircraft. Each occupant of the aircraft must complete their own form. The Primary Pilot is responsible for completing the Aircraft Registration form.

Make sure to create a Team Name before beginning registration, as it is required to complete the process. The Team Name may be changed after registration by emailing Airraces@la99s.org with the subject line "Team Name Change."

**Please complete your race registration payment before submitting any Google Forms.
Entries are not considered valid until payment has been received.**

Race entry payment is the responsibility of the Primary Pilot. Payment must be submitted separately via the website or by mailed check. The Primary Pilot Registration Form will request payment details for verification.

If paying through the website via PayPal, note the name and email address associated with the PayPal account used for payment and, if available, save the PayPal transaction ID. If mailing a check, you will be asked to provide the name on the check and the check number.

To save time, gather all required documents before starting the forms so files are ready to upload.

If completing the form on a desktop computer, save all document photos to your computer in advance.

If completing the form on a mobile device, have the physical documents available and use your device's camera to take clear photos.

All forms and required uploads must be submitted before your Handicap Flight.

Required for occupants:

1. Government-issued Photo ID (driver's license, identification card or passport)
2. Pilot Certificate (Primary Pilot and Co-Pilot)
3. Medical Certificate or Basic Med (Primary Pilot and Co-Pilot)
4. Logbook showing at least 100 total flight hours (not applicable if Co-Pilot is a Student Pilot)
5. Logbook entry of most recent Flight Review (not applicable if Co-pilot is a Student pilot)

Required for aircraft:

1. Airworthiness Certificate
2. Registration Certificate
3. Annual Inspection logbook entry
4. 100-hour inspection logbook entry (if applicable)
5. ELT most recent inspection logbook entry
6. Mode C Transponder inspection logbook entry

Troubleshooting tips if uploads fail:

- Make sure you are signed into Google; expired sessions can cause errors.
- Check your Google Drive storage - if it's full, uploads may not work.
- iPhone photos in HEIC format can be very large (5–15 MB) and may fail on weak connections; resizing or converting to JPEG may help.
- Some work/corporate Google accounts block uploads.
- Safari on mobile can struggle with large files; Chrome usually works better.

Important – Updating Documents After Registration

The registration forms cannot remove or replace previously uploaded files. If your aircraft Annual Inspection or other required documents (photo ID, medical etc.) are completed/updated after registration, please email the updated documents directly to Airraces@la99s.org (make sure you reference your Team Name in the email).

When you have the documents at hand and are ready to register for the Air Race, click on these links:

- a. [PRIMARY PILOT](#) registration
- b. [CO-PILOT](#) registration
- c. [AIRCRAFT](#) registration to be completed by Primary Pilot
- d. [PASSENGER\(S\)](#) registration

Once you have completed the forms and uploaded all the documents, make sure to [PRINT THE CERTIFICATE OF INSURANCE](#) document and have it completed by you or your insurance company. The completed Certificate of Insurance needs to be returned to Airaces@la99s.org.

Once you have completed the Certificate of Insurance, make sure to [PRINT THE RELEASE OF LIABILITY](#) document and complete it. The completed Release of Liability needs to be returned to Airaces@la99s.org.

Once you completed the forms and uploaded and emailed all the documents, schedule your Handicap Flight and make sure you print [THE HANDICAP FLIGHT DOCUMENT](#) and bring it with you to your Handicap Flight.

Once you have completed all the above, make sure you pay your registration fee.

There are two ways to submit fees:

1. Electronically via <http://www.palmstopinesairrace.com/> using PayPal or
2. By check. Make check payable to 99s of the Los Angeles Area, Inc and mail to Los Angeles 99s P.O. Box 66131 Los Angeles, CA 90066
Any check returned by the bank for insufficient funds or any other reason will be subject to a \$50 returned check fee.

*DO NOT PRINT.
A COPY WILL BE PROVIDED ON IMPOUND DAY AND MUST BE SIGNED IN THE
PRESENCE OF A RACE OFFICIAL.*

PARTICIPATION AGREEMENT

Palms to Pines Air Race

1. I hereby certify that I am participating in the Palms to Pines Air Race (hereinafter “Air Race”) with the highest interests in aviation safety and good sportsmanship. I understand and agree that the Air Race is presented as a fun race, and is conducted as a means to improve and test the safe flying skills of all participants. I further agree, in the interests of aviation safety and good sportsmanship that since this is presented as a fun race for participants, officials, and other participants, to do all in my power to ensure that all parties connected with the Air Race have a good time with safety remaining as the top priority

2. I hereby agree to abide by the Air Race Rules and Regulations, which I have read and which are incorporated as terms and conditions of my participation in the Air Race. I further agree to abide by any and all changes in, or additions to, the Rules and Regulations or modifications thereof promulgated by the Air Race officials and communicated to me in writing prior to the start of the race. I understand that I may be eliminated from the Air Race at any time before, during, or after the Air Race for any reason deemed sufficient by the Air Race Officials.

3. I hereby certify that the aircraft which I shall use in the Air Race meets the specifications as stated in the Rules and Regulations, governing the current Air Race.

4. I hereby agree to submit my aircraft for extensive inspection at the Start of the Air Race as provided in the Rules and Regulations, and to allow the Air Race Officials to check it in flight, straight and level, throttle wide open. Federal Aviation Administration Certificated Mechanics, authorized by Air Race Officials may conduct or perform any examination to establish that the aircraft conforms to the manufacturer’s stock model rating and to the standards by which it is certificated per the CFR’s.

5. By registering in the Air Race, I hereby release The Ninety-Nines, Inc. International Organization of Women Pilots; the Los Angeles Area, Inc., the cities of the Start, Overnight, and Terminus, and all other cities involved, and all others connected with the Air Race and agree to hold said persons harmless from any claim against them or either of them arising directly or indirectly through my participation of any person in my aircraft in the Air Race. I understand and agree to sign and be bound by the Air Race Release of Liability releasing all those connected

with the Air Race from any and all claims. I understand there shall be no claims for damages, expenses, or liability against any of the cities at the Start, Terminus or at any designated stops along the Air Race route as specified in the Air Race Release of Liability.

6. I have read and understand the terms of the Participation Agreement and agree to be bound by its terms.

7. I affirm that to my knowledge and understanding, no modifications have been made to the aircraft and that the information provided during the registration process remains true and correct.

PALMS TO PINES AIR RACE

REGISTRATION CHECKLIST

Here is a simple cheat sheet for you to print and use.

Primary Pilot submit race entry payment

Via website/PayPal or mailed check. Take note of the PayPal transaction ID or the name on check and the check number.

Gather all required documents (listed on page 19)

Complete Primary Pilot Registration Form

Complete Co-Pilot Registration Form (if applicable)

Complete Passenger Registration Form(s) (if applicable)

Complete Aircraft Registration Form (Primary Pilot)

Email Release of Liability (ROL)

Email Certificate of Insurance (COI)

Print the Handicap Flight Document