

NO PILOT WITH LESS THAN 100 HOURS —
FIFTY OF WHICH SHALL BE CROSS COUN-
TRY WILL BE ELEGIBLE TO ENTER ANY
RACING EVENT.
—SPECIAL REGULATIONS



NATIONAL AIR RACES

CLEVELAND OHIO

Schedule of Events & Prizes

NATIONAL AIR RACES

1931

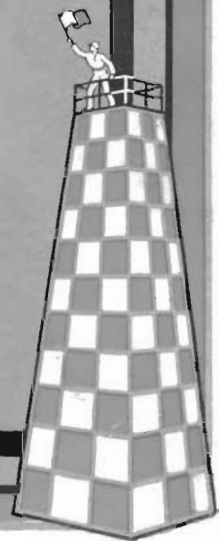
Eleventh Anniversary

\$100,000.00

American Aviation Classic
Aeronautical Sweepstakes

CLEVELAND

August 29 to September 7





Designed by Captain Clayton Knight

ALL WINGS TOWARD CLEVELAND

TRACE aviation's progress and you will find its greatest contributing force has been participation in aircraft competition. For, from the technical knowledge such competition has produced, the aeronautical industry has materially profited. The National Air Races, being the most magnitudinous factor in this endeavor, have demonstrated their invaluable worth beyond any question of doubt.

The National Air Races for 1931 will inaugurate the second decade of these most colorful and awe-inspiring sporting events. It is reasonable to expect that the next ten-year period will establish a new era in the development of flight in all its phases, the major phase being the fostering of even greater sporting competition.

Towards that end the events for the National Air Races this year have been designed. They represent a careful study not only of past National Air Race projects, but are the result of discussions and recommendations made at Contest Committee zone meetings, as well as the suggestions and recommendations of the aircraft industry at large. They have been compiled with full knowledge of industry's present needs and requirements, towards the end that they may best serve its interests.

That this year's air classic may make significant contributions to the advancement of aviation and add another interesting chapter to its now fascinating history is the fondest hope of the Contest Committee and Management of the National Air Races. This Schedule of Events is accordingly submitted with a sincere invitation to participate.

NATIONAL AIR RACES

DIRECTORS

L. W. Greve
R. B. Robinette
Alva Bradley
Parker Hill
Clifford Gildersleeve
Joseph H. Alexander
E. E. Allyne
W. J. Austin
Charles F. Barndt
Newell C. Bolton
N. H. Boynton
Harvey H. Brown, Jr.
Herbert Buckman
Fred H. Caley
Benjamin F. Castle

Edward L. Cheyney
G. W. Codrington
George S. Cole
E. G. Crawford
George DeCamp
I. F. Freiburger
Ralph W. Gallagher
John A. Greene
John J. Gund
W. T. Holliday
J. A. House
Jay Iglauer
W. H. Hyde
Floyd J. Logan
G. G. Marshall
Herman R. Neff

John H. O'Brien
G. G. G. Peckham
A. E. Riester
Henry G. Schaefer
R. J. Schmunk
John Sherwin, Jr.
Allard Smith
Dr. S. B. Smith
Dean M. Solenberger
C. E. Sullivan
E. G. Thompson
M. J. Van Sweringen
G. G. Wade
W. King White
Frank W. Wood
George Gordon Yule

OFFICERS

L. W. Greve
President

R. B. Robinette
Vice President

Alva Bradley
Treasurer

Parker Hill
Secretary

EXECUTIVE STAFF

Clifford Gildersleeve
Executive Vice President

Clifford W. Henderson
Managing Director

CONTEST CHAIRMAN

E. W. "Pop" Cleveland

NATIONAL AERONAUTIC ASSOCIATION

Hiram Bingham, *President*
J. F. Victory, *Treasurer*
H. Ralph Badger, *Secretary*

CONTEST COMMITTEE

Orville Wright, *Chairman*
George W. Lewis, *Vice Chairman*
Porter Adams
Ray Cooper
C. deF Chandler
F. P. Lahm

Amelia Earhart
Earl Findley
Valentine Gephart
Walter G. Kilner
Glenn L. Martin
D. E. McDaneld

Charles E. Parker
Rufus Pilcher
Carl F. Schory
John H. Towers
Edward P. Warner
Clarence M. Young

SCHEDULE OF EVENTS AND PRIZES

\$100,000.00

In Cash Prizes and Many Valuable Trophies

National Air Races

1931

CLEVELAND AIRPORT

CLEVELAND, OHIO

August 29 to September 7, 1931



Sanctioned by the National Aeronautic Association
Held under the Rules of the Federation Aeronautique Internationale

SPONSORED BY

NATIONAL AIR RACES OF CLEVELAND, Inc.

Executive Headquarters
HOTEL CLEVELAND,
CLEVELAND, OHIO

GENERAL RULES AND REGULATIONS GOVERNING ALL EVENTS

A—PLANE ELIGIBILITY

(1) All airplanes entitled to Department of Commerce Commercial (C. or N. C.) license shall be eligible to enter all events.

(NOTE: This includes aircraft manufactured either under an approved type Certificate or Group 2 Department of Commerce Classification.)

(a) Experimental (X) and Restricted (R) licensed planes are only eligible to enter Free-for-All events and Transcontinental Free-for-All Derby.

(b) Foreign airplanes from foreign countries are eligible to enter any event provided they have been registered or licensed by their respective governments, and meet the proper license requirements as set forth by the Department of Commerce.

(2) Definition of Open and Cabin Type Airplanes.

(a) Airplanes shall be classified as Open or Cabin Type, depending on pilot seat location. If pilot enclosed (providing enclosure part of permanent structure)—the aircraft will be classed as cabin type.

(b) Streamlining.

Streamlining will be permitted on all aircraft entered—providing that on "C" licensed aircraft the structure is not altered or the license status affected by addition of such streamlining.

Auxiliary cowling, such as Townsend ring or N. A. C. A. cowling over engine will be permitted on all entries providing the installation meets the requirements of the Department of Commerce.

(3) Engines.

(a) No change may be made in engines that will affect the eligibility of the aircraft for "C" licenses except that in the Thompson Trophy Race, all Free-for-All Events and the Transcontinental Free-for-All Derby, any type of supercharger or engine may be used, subject to approval of the Contest Committee and providing the aircraft entered is eligible for the type of license displayed.

(b) License cards must be prominently displayed in all aircraft entered in any event in order to be eligible to start in any event in which entered.

**TO BE ELIGIBLE FOR FREE-FOR-ALL EVENTS
ALL AIRPLANES MUST QUALIFY.**

B—PILOTS

(1) Eligibility—Pilots must be licensed by the Department of Commerce and hold F. A. I. certificate and annual sporting license issued by the Contest Committee of the National Aeronautic Association, Dupont Circle, Washington, D. C.

(2) Members of the National Aeronautical Association receive sporting licenses without charge.

(3) Pilots not holding F. A. I. Certificate and annual sporting license must procure these from the National Aeronautic Association, Dupont Circle, Washington, D. C., before submitting their entry.

(4) Men and women pilots will not be allowed to compete in the same events, unless they be selected by the Contest Committee for a special event.

(5) Sportsman pilot is one not engaged in flying as a means of livelihood and one who has never contested for cash purses in aeronautical events.

C—PAY LOAD REGULATIONS

(1) All civilian airplanes entered in any of the events need not carry any pay load except where specifically required to do so under terms of the event.

(2) See regulations governing Derbies and Closed Course Events regarding carrying of passengers.

(3) When ballast is carried in lieu of passengers, or if weight of passenger or passengers does not meet the pay load requirements for that event and plane, then the necessary ballast or additional ballast to meet pay load requirements, must be securely fastened on or under the seat or seats of the passengers or in luggage compartment if such compartment is permanently built into the airplane.

(4) Pay load in all instances should be composed of inert and non-utilizable ballast.

D—ENTRIES AND ENTRY FEES

(1) Unless otherwise specifically stated, events will be open only to civilian entrants.

(2) Entries must be made on Official Entry Blank supplied by the Contest Committee, National Air Races, Hotel Cleveland, Cleveland, Ohio. By filling out and forwarding entry blank before midnight, August 19, 1931, closing date for entries.

(3) Entries will be accepted after this date, but the entry fee will be forfeited. Post-mark on envelope shall be considered the official time of mailing.

(4) The entry blank must be accompanied by entry fee of \$100.00 for racing events; \$25.00 for Dead Stick Landing events when contestant has not filed entry for racing events, and \$25.00 fee for Parachute Jumping events. The payment of one racing entry suffices for any or all racing events, as well as Dead Stick Landing events. Certified, cashier or travelers checks, telegraph or money in hand, only, will be acceptable as payment of entry fee. No entry fee money will be refunded on entries made after August 19, 1931.

(5) No entry fee will be required for entry in military events.

(6) In case the entrant will not personally pilot the airplanes entered, the entry blank must state the name of pilot and his license numbers.

(7) If entrant is on the starting line in every event in which he is entered, where there are four or more qualified entrants ready to start and starts at specified time and finishes the event, the entry fee will be refunded in full unless entry fee has been forfeited for any cause whatsoever, subject, however, to paragraph No. 9 immediately following.

(8) In all closed course events where there are less than four entrants in a class on the starting line ready to start, no race will be declared as to that class, and the entry fee will be refunded, provided entry has been made on or before August 19, 1931. In all derbies, five entrants shall be required.

(9) No part of entry fee will be refunded to any one entering any event after August 19, 1931.

(10) Entry money will be refunded to any entrant for any event where he or she is unable to compete in the event, by reason of damage to the airplane over which he or she has no control, provided entry was made prior to midnight, August 19, 1931.

(11) No refunds of entry fees will be made until September 8, 1931.

(12) Any entry which contains a false statement shall be considered null and void and the entry fee shall be forfeited.

(13) Unless there are four entrants on the line ready to start, and starting in any event, or in each class if there is more than one class in the event, there will be no race as to that class and no prizes will be awarded.

E—NUMBER OF PRIZES

(1) There will be three prizes in each event, paying 50, 30 and 20 percent of total cash prizes for the event or derbies.

PRIZE MONEY WILL BE PAID AT THE PILOTS' MEETING EACH DAY ON EVENTS ON WHICH NO PROTESTS HAVE BEEN FILED.

In the event of a tie, the tie will be flown off (pylon course) in a manner satisfactory to contestants involved.

There will be no duplication of prizes.

F—WEARING OF PARACHUTES

(1) It is required that pilots and crew in all derbies be equipped with parachutes. It is also desirable in all other events.

G—REJECTION AND EXCLUSION OF ENTRANTS

(1) The Contest Committee specifically reserves the right to reject any entrant or exclude any entrant for cause at any time, and without any obligation to rejected or excluded entrant or to anyone because of rejection or exclusion. Entry fee will be refunded.

(2) Among grounds for rejection or exclusion will be:

(a) Fraud in representing, by his or her entry or attempted entry, that the plane, motor or pilot is qualified to compete in that specific event when the facts are otherwise.

(b) Failure of plane, motor or pilot to be qualified to compete in event in which entry is sought or has been made.

(c) Plane, engine or pilot being in an unsatisfactory condition to compete, having due regard for safety of plane, engine, pilot, mechanic, public or other contestants.

(d) Unfair or reckless competition, resorting to methods in competition that are unsportsmanlike.

(e) Disobedience of F. A. I. Rules or the published Rules of the National Air Races of Cleveland, or the Department of Commerce Air Traffic Rules and Regulations.

(f) Authority is vested in the Referee of the National Air Races to reject or exclude entrants in any race or races which in his mind are overcrowded. In the exercise of such authority, selection shall be made in accordance with the order in which the entries were received.

(3) The right to exclude any contestant in any event is vested in the Referee of the National Air Races and will be exercised at the starting or control points of any of the derbies. The chairman or referee of any derby may exercise this authority over the derby of which he has control.

H—MARKINGS ON PLANE

(1) Each plane shall have a racing number assigned it by the Contest Committee, which number will be assigned in order of receipt of entries. This number shall be painted on the bottom surface of the right, lower wing and on each side of the fuselage, clear of the wing, in characters as large as possible. It shall have no other numbering over twelve (12) inches in height.

(2) Entrants will be permitted to have advertising on their planes, provided that such advertising does not in any way obscure the racing number or the Department of Commerce number and meets with the approval of the contest committee.

I—PROTESTS

(1) The right to protest is possessed by contestants only; the proper officials of the National Air Races of Cleveland however, may always act by virtue of their office, even when no protest has been filed (F. A. I. Rules No. 208).

(2) Protests will be considered only when presented in writing and accompanied by the sum of \$25.00, which amount shall not be refunded unless the validity of the protest is recognized.

(3) Protests on eligibility of plane, engine or pilot must be filed before the start of the race. This does not prevent the contest committee from disqualifying on the grounds of ineligibility after the start of the race.

(4) The prize won by the contestant who is involved in a protest shall be withheld for 48 hours after a final decision has been rendered concerning such protest.

(5) The parties involved in a protest must be duly summoned and given a hearing within a period of time determined by the Contest Committee of the National Air Races. If they fail to present themselves at the time fixed upon, they may not plead such absence against the decision that was rendered in the case.

(6) Notice of rejection of a protest shall be given immediately in writing to the protestant at the address which must be set forth in the protest itself, or such notice be immediately delivered to the protestant in person.

(7) Appeal—Pilots may appeal from decision of the local Contest Committee, to the Contest Committee of the National Aeronautical Association whose decision shall be final. This appeal must be in writing and accompanied by \$50.00, which amount shall not be refunded unless validity of protest is recognized, and must be made within 48 hours after the decision of the local Contest Committee is announced.

J—EXPENSES OF PILOTS, PASSENGERS AND MECHANICS

(1) The National Air Races of Cleveland, Inc., will not bear the hotel or living expenses of any visiting pilot, passenger or mechanic. It is felt likely, however, that at many derby control points, hospitality may be extended by the local committee.

K—NATIONAL AIR RACES

Assumes no responsibility or liability in case of accident or damage to any person or aircraft.

GENERAL RULES AND REGULATIONS GOVERNING ALL AIR DERBIES

A—PLANE ELIGIBILITY

(1) All airplanes entered in any of the derby events must meet the requirements as outlined in Paragraph 1, under main heading "Plane Eligibility" in "General Rules and Regulations Governing All Events."

B—PILOTS

(1) Pilots must meet requirements as outlined in General Rules and Regulations governing all events.

(2) Contestants in any of the derbies may either fly alone or carry an additional person or persons of either sex, except in the Women's Derby where only one additional person may be carried and that person must be a woman.

C—MINIMUM NUMBER OF CONTESTANTS

(1) A minimum number of five must actually start in each derby.

D—RULES OF RACE

(1) Start of Race.

(a) Each entrant will be furnished with detailed information as to the time of starting, the place of starting and the time and place of meeting for final instructions. Also schedule showing starting time each morning and length of stop at each control point.

(b) Start at starting cities will be made from "at rest" position with motors idling.

(c) Flying time starts when the plane is scheduled to leave, whether or not the pilot takes off at that time.

(d) Planes will be started singly at all control stops. Planes will be started at one-minute intervals.

(2) Maps—Each entrant must furnish his or her own maps of the route between cities. The Contest Committee will furnish maps of control cities showing the location of the airport that will be used in landing.

(3) Fuel—Should a contestant desire a special brand of gas or oil, it will be necessary for that contestant to make arrangements to secure a supply at each of the control stops and the matter becomes his or her own responsibility.

(4) Servicing Planes—Each contestant shall in any event be responsible for servicing and fueling his or her ship.

(5) No derby plane will be permitted to be preceded by a pilot or other non-contesting plane closer than one-half hour elapsed time, nor followed by any relief or non-contesting airplane closer than one mile to the rear.

(6) Control Stops—Stops will be compulsory at all control stations. No plane will be permitted to leave any con-

trol stop before time scheduled for departure, and all planes between control stops and behind schedule will be under control of referee at station they have last left.

(7) No airplane will be allowed to leave any control stop unless in the opinion of the referee the time of the day and the weather conditions ahead are such that the next control stop can be reached in safety.

E—FINISH OF THE RACE

(1) At the last control stop before reaching Cleveland, all contestants will be given definite instructions about crossing the finish line and landing at the Cleveland Municipal Airport, so as not to interfere with any Closed Course event which may be in progress when the derby arrives. The finish of the race will be made over a white line in front of, and at right angles to the grandstand.

F—WINNER OF THE RACE

(1) Each contestant in the derby before starting will be furnished with an identification card upon which will be printed the names of all control stops. The contestant will be charged with the responsibility of seeing that the time of landing at each control stop is properly entered and signed by the chairman or referee in charge of that control station.

(2) The winner of any derby will be the contestant whose identification card shows the shortest elapsed flying time between the starting point and Cleveland, providing that elapsed time as shown, is confirmed by the official time sheets, carried by the Chairman of that derby and provided further, that pilot is not disqualified.

(3) When airplanes are held by officials time credit allowance will be made.

G—LAP WINNERS

(1) The winner of any lap will be the plane making that lap in the shortest elapsed time, subject to handicap, if any, provided pilot is not disqualified.

H—DIVISION OF LAP PRIZE MONEY

(1) Lap prize money, if any, shall be allotted on a 50-30-20 percent basis.

I—DIVISION OF PRIZE MONEY

(1) The prize money shall be divided among three winners as follows: 50% to the first; 30% to the second; and 20% to the third.

(2) If the required number of planes do not start in any event, then there shall be no race.

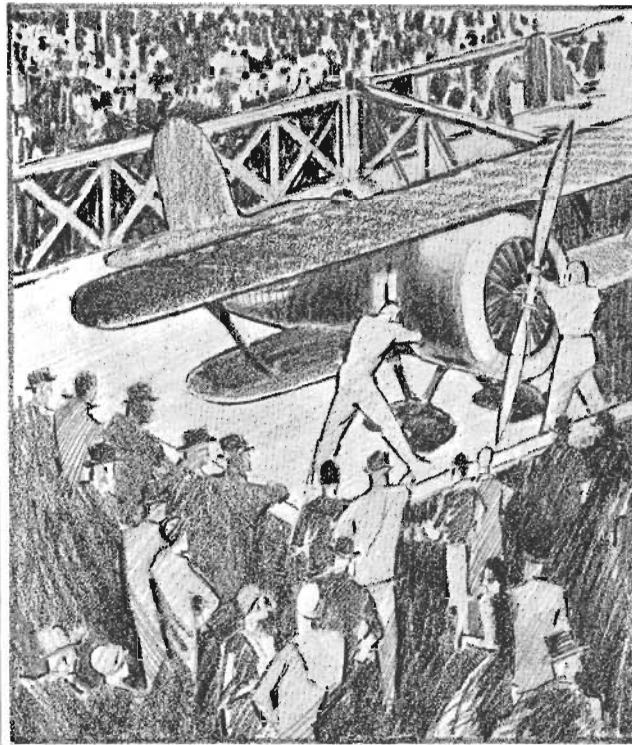
TRANSCONTINENTAL FREE-FOR-ALL DERBY

Total Purse \$10,000

Both Men and Women Pilots Eligible

The Transcontinental Free-for-all Derby shall be from some western city to Cleveland and awards will be made entirely upon elapsed time from the point of departure to Cleveland. Landings may be made, or the flight may be made non-stop. Any type of plane or engine may be used, subject to conditions as outlined in General Rules and Regu-

lations Covering All Events, concerning free-for-all events (Refer Plane Eligibility 3-A). Superchargers may be used. The date and time of start will be determined by the Contest Committee, in order that the planes may arrive at Cleveland before 6 P. M. Eastern Time, the same day.



THE value of the National Air Races to aeronautics has been convincingly demonstrated in the progressive brilliance of each succeeding annual event. By tradition they have maintained a degree of magnitude and magnificence incomparable to any other national sporting event. They are not a dazzling dress parade, but a proving grounds for the industry's products.

The eyes of the world are focused on them and the ears trained for word of record breaking results. The news thus emanating dominates the press and the benefits derived accrue to the industry for the greater development of aeronautics.

This year the free-for-all events in all acknowledged cubic inch classifications will encourage new competition, while the speed dashes over a one-mile straightaway course are destined to create keen rivalry and establish new American records. The concentration of all A. T. C. and Group II derbies into one major handicap derby will unquestionably make this the largest competitive mass flight in the history of aeronautics. It will be divided into two classifications: (a) Men Pilots, (b) Women Pilots, and will be open to ships of every type and power classification. The On-To Derby is a free-for-all dash from the west coast to Cleveland, either non-stop or with landings, elapsed time governing the awards.

Again this year, as in the past, Aero-Pits will be used, but more effectively. Here, before the eyes of every spectator, will be lodged the racing planes, resplendent in all their achieved glory. Here, they will be groomed preparatory to their entry in the various events. These Pits will flank the grand concourse of the stadium and be definitely assigned to each pilot and his staff of mechanics.

A greater spirit of sporting rivalry is expected to prevail at this year's spectacle than at any other in the past. Your participation is invited, not only from the standpoint of the material benefits you will derive, but from the pleasure and satisfaction you will have received in being a part of this most outstanding air classic.

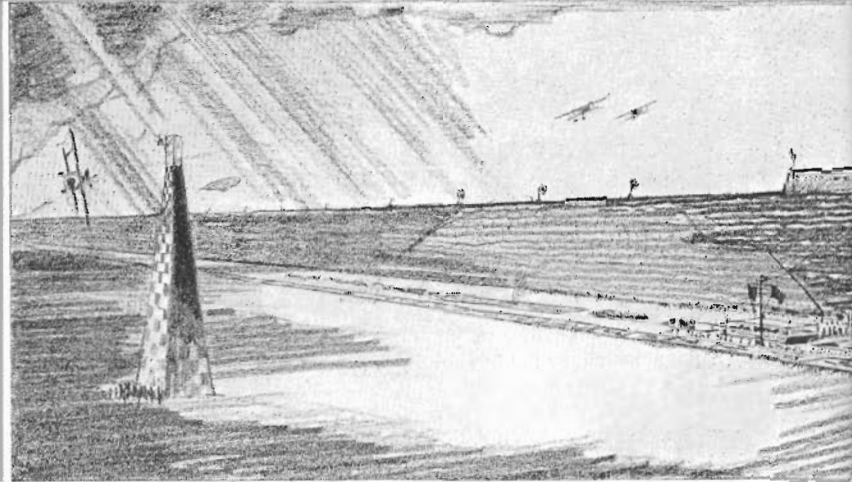
Presenting - AVIATION

Inaugurating the Second Decade of the Nation's Most Colossal Sporting Event

FROM the art of flying a great industry has emerged. From experimentation and research marvelous strides have been made in its march of progress. Each year aviation witnesses new developments and improvements that strengthen its position in the field of commercial transportation. And each year the National Air Races stand out as the greatest contributing factor in stimulating this growth and progress; for sporting aviation has proved itself parent to aeronautical development.

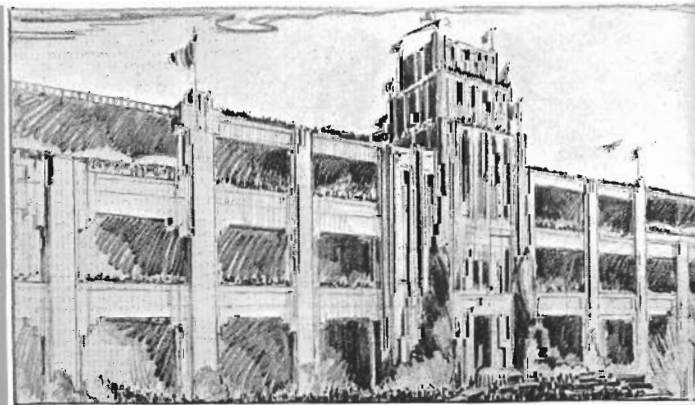
These colossal air spectacles, conceived and dedicated to the advancement of aviation, present a complete cross-section of aeronautical accomplishments of the year preceding, not only to the industry but to the public as well. They offer the most colorful, fascinating and intriguing events in the field of national sports. For here aeronautical inventive genius is matched, while the results of experimentation and research are introduced and new standards of stability, safety, endurance, speed and serviceability are established.

Since their inception eleven years ago, the National Air Races have become as much an institution to aeronautics as the Kentucky Derbies are to horses, the Indianapolis Speedway races to automobiles and the Gold Cup races to motor boats. They are now destined to eclipse in magnitude and magnificence any enterprise of a like nature ever before presented. Held and conducted under sanction of the National Aeronautic Association, as a means of fostering and stimulating greater interest in American aero-



navics, these annual national events are highly competitive and include military as well as civilian participation. The meeting of Army, Navy and Marines on a common ground for demonstration flying, assures a most interesting, entertaining and educational program, while the nation's crack flyers, in vying for valuable trophies and cash prizes, guarantees thrilling and entrancing moments during their daring performances. Every minute of the varied daily program offers a wide panorama of engaging interests, to say nothing of the nightly performances which will be extravaganzas in themselves.

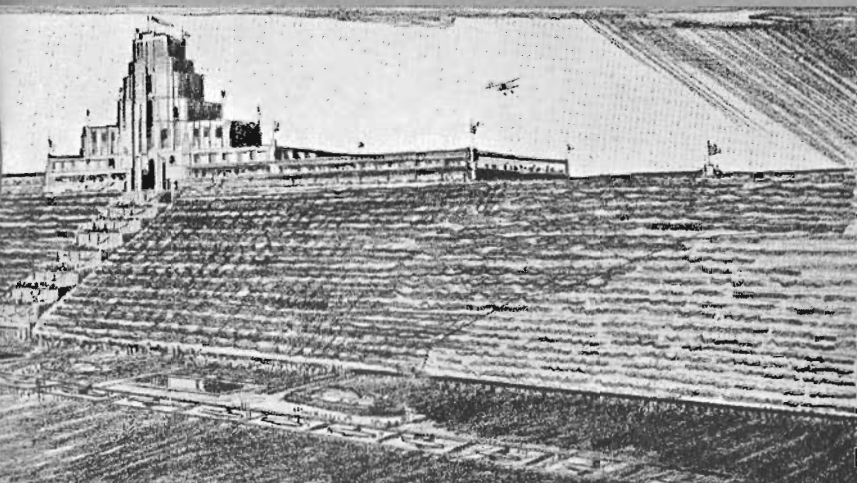
The National Air Races gain greater favor each succeeding year because of the ever increasing interest in aeronautics, for, here the public is offered an opportunity to view aircraft of every description, visualize its accomplishments and marvel at its performance. Rightfully so, because aviation today is everybody's business. Flying, as an integral part of the vast system of transportation, is a recognized public servant.



NATIONAL AIR RACES - CLEVELAND

ON'S CLASSIC FOR 1931

Dedicated to Broadening
the Interests and Widening
the Horizons of American
Aeronautics



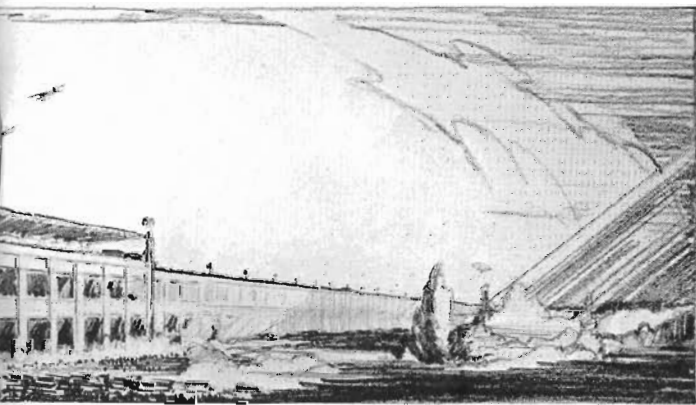
As a fitting setting these annual air classics will be held in an especially constructed stadium at the Cleveland Municipal Airport, universally rated as one of the finest in the country. Situated about nine and one-half miles from the center of the city, it is easily accessible over many excellent roads and by several fast transportation systems. Here, the permanent racing plant rises as a shrine to aeronautics. Grandstands approximately one-quarter mile long will comfortably accommodate thousands upon thousands of spectators, who, through the carefully turfed racing area, will not be annoyed by dust and dirt usually prevalent at airports. Facilities for auto parking will be most adequate. The Administration building, in the form of a huge tower, will house the personnel directly responsible for the operation of the races. Army and Navy buildings will serve the visiting personnel of the respective Services. A Contest building, Pilots' quarters, in addition to other innumerable facilities complete the picturesque setting.

New pinnacles of achievement are expected to be reached in the scheduled speed classics. Cash prizes totaling \$100,000 plus valuable trophies will be contested for. The race events will be featured by Transcontinental and On-To Derbies, straight-away speed dashes, free-for-all speed events, in addition to blimp races, autogyro races, amphibian novelty races, glider flights, parachute jumping contests, aerobatics and other innovations, inclusive of nightly flying exhibitions.

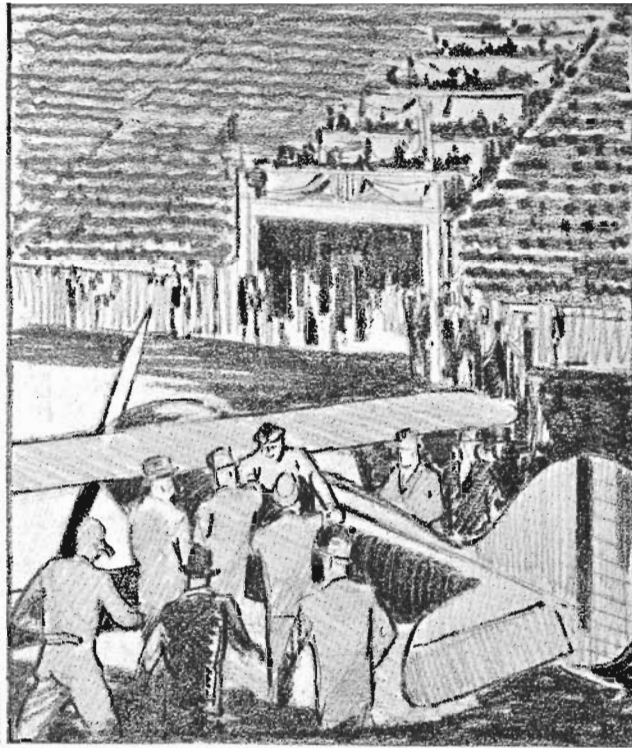
The project, endorsed by the Cleveland Chamber of Commerce, Cleveland Chapter National Aeronautic Association and all other community organizations, is in the strictest sense of the word a civic enterprise devoid of professional promotion or private profit. It is designed to be self-supporting through capable and efficient management and supervision.

An aura of dignity and security will be lent to these air classics by air-minded youths; ladies of wealth, social prestige and culture; millionaire sportsmen; and the nation's foremost business executives. Here, too, will meet, as in conclave assembled, the industry's executive, engineering and flying personnel. For, the sales contacts and merchandising opportunities it offers in this select and recognized concentration point, is invaluable to the general marketing program.

Naturally, all Cleveland extends a hearty welcome to the air-minded to be present at the Eleventh Annual National Air Races to witness the glowing panorama of aviation's achievements.



CLEVELAND AUG. 29th to SEPT. 7th



GLORIFYING THE CONQUERING AERONAUT

NOTHING compares to the spirit that prevails in the attainment of victory at the National Air Races, for no other national sporting event approaches it in magnitude and interest. Its heroes are glorified and worshipped.

To those who distinguish themselves in the many scheduled speed events goes not only the satisfaction of victory and thrill of success, but reward and praise for its attainment. For, tense are the moments in which the records are made and gratifying are their accomplishment.

Cherished, too, are the prizes awarded these conquistadors of the air, for they represent aviation's most coveted rewards. In addition to purses aggregating over \$100,000 the following trophies symbolizing definite conquests will be competed for:

Cleveland Pneumatic Tool Company Aerol Trophy
Charles E. Thompson Trophy

Many other valuable trophies make up the large number of awards for the victors in the scheduled competitions, including both derbies and closed course events. The Conquering Aeronaut—long may he be glorified.

MEN'S DERBY (HANDICAP)

Total Purse \$6,000

The Men's Derby shall start from some western city to Cleveland, over a route to be later announced. This race open to any cubic inch piston displacement, cabin or open

type plane, complying with general regulations governing plane eligibility for derbies.

WOMEN'S DERBY (HANDICAP)

Total Purse \$6,000

The Women's Derby shall start from the same western city as the Men's Derby, to Cleveland, following the route of the Men's Derby. This race is open to any cubic inch piston displacement, cabin or open type plane, complying with general regulations governing plane eligibility for derbies.

SPECIAL NOTE: ALL BONAFIDE ENTRIES FINISHING BEFORE SIX O'CLOCK ON DERBY DAY, BUT NOT PARTICIPATING IN THE PRIZE MONEY WILL BE PAID \$150.00 CONSOLATION MONEY. THIS APPLIES TO ALL DERBIES

SWEEPSTAKE PRIZE, \$2,500 VALUE

In addition to the individual prize for both the Men's and Women's Handicap Derbies, there will be a grand prize in the form of a sport automobile valued at approximately

\$2,500.00, for the man or woman pilot with the best percentage according to the handicap formula.

METHOD OF HANDICAPPING

All airplanes will be flown four times over a one-mile course, at the point of starting the derby by the contestants' choice of any one of three disinterested pilots.

A schedule based on the average speed of these four flights and the air line distance from the starting city to Cleveland will be developed and used as a basis to establish a par (of 100%) for each contesting airplane.

Better performance will be credited as percentage over par and lesser performance will be a percentage deducted from par. The percentage, addition or deduction, will be the number of minutes over or under the original time allowance calculated on that original time allowance.

EXAMPLES

Air- plane	Average of 4 Trials	Air Line Distance	Time Allowance, Minutes	Par, Per Cent	Finish Time, Minutes	Score, Per Cent
A	.....105 mph	2100	1200	100	1320	90.00
B	.....140 mph	2100	900	100	898	100.22
C	.....140 mph	2100	900	100	902	99.78
D	.....150 mph	2100	840	100	800	104.78
E	.....200 mph	2100	630	100	630	100.00
F	.....210 mph	2100	600	100	660	90.00

(1) Propellers should be varnished to prevent change of pitch. Inspections will be made at any stopping point. Any change in propeller will disqualify the contestant.

(2) The Contest Committee reserves the right to run check test at Cleveland or at any point during the race and any increase of R. P. M.'s over 3% will disqualify contestant from this and all other races at Cleveland in 1931.

(3) National Air Races assumes no responsibility or liability in case of accident or damage to any person or aircraft.

GENERAL RULES AND REGULATIONS GOVERNING CLOSED COURSE EVENTS

A—PLANE ELIGIBILITY

(1) Refer to General Rules and Regulations for Engine or Plane Eligibility on Closed Course Events.

B—PILOTS

(1) Refer to General Rules and Regulations governing pilots.

C—LOAD REGULATIONS

(1) In all Closed Course Events, ballast instead of passengers must be carried.

D—RULES OF THE RACE

(1) Method of Starting:

(a) Race Horse Start—If this method of starting proves

practical, it will be continued thruout the entire series of Closed Course Events.

(b) Planes entered in any Closed Course Event will be lined up on the starting line, with engines idling, from left to right in order of receipt of entries. At a given signal, all planes will take off together.

(c) In taking off in the "Race Horse" start, no plane shall cut in front of another until a safe distance has been gained. Any plane passing another plane must keep at least 150 feet to the right, or 50 feet above the plane being overtaken.

(2) All pylon turns must be made to the left and outside of the pylon.

(3) A plane overtaken must hold its altitude and a true course in order that it may not in any way impede or interfere with a faster, overtaking ship.

(4) A plane overtaking a slower plane shall never attempt to pass between that plane and any pylon.

(5) After crossing the finish line, all planes shall continue on their course until they have attained an altitude of 1,000 feet, then they may turn and return to the airport and land in that part of the field assigned for landing and in so doing, shall not cross the course of the finish line.

(6) Pilots shall pass all turning points in plain view of the observing officials, stationed at each turning point, and at an altitude of not over 500 feet.

FOULING MARK: "Any competitor who has failed to turn a pylon properly, may validly continue on the circuit provided he makes a complete turn of the said pylon, and then continues his course in the proper direction."

E—FINISH OF THE RACE

(1) The finish of all Closed Course Events will be made by passing over the finish line in front of and at right angles to the grandstand, after completing the required number of laps allowed in the Closed Course or other prescribed course.

F—WINNER OF THE RACE

(1) The winner of first place, in any event, where speed is the determining factor, shall be the pilot who has completed a full course in the shortest elapsed time, and of second place, the second best time, etc., provided the pilot is not disqualified.

SPECIAL STRAIGHT-AWAY SPEED EVENTS

All Cubic Inch Classifications

Course—One Mile

Individual Trophies to be Presented to Winner
of Each Special Event

The 1931 National Air Races inaugurate a series of straight-away speed dashes over a certified course directly in front of the grandstand. The fastest speed obtained in the individual free-for-all groups during the period of this year's races will be set up as American National Air Race records in the individual cubic inch classes and will be contested from year to year. The timing for these events will be simultaneous with the qualifying dashes for all free-for-all entries. The speed trials will be effected in straight-away flight at an altitude of not more than 150 feet. An approach by diving is prohibited and will disqualify the contestant. The contestants will be permitted to make several attempts during the period of the Races, during the periods on the program assigned for qualifying and speed dashes, subject to approval of the Contest Committee. One speed dash will be made in each direction to overcome wind variance and the net speed will be an average of the speed in both directions. Entrants will fly in straight line level flight one-half mile prior to crossing the starting line and continue one-half mile in straight line level flight, after crossing the finish line.

Special Event No. 101— 175 cubic inch displacement or less (men pilots).

Special Event No. 102— 350 cubic inch displacement or less (men pilots).

Special Event No. 103— 510 cubic inch displacement or less (men pilots).

Special Event No. 104— 650 cubic inch displacement or less (men pilots).

Special Event No. 105— 800 cubic inch displacement or less (men pilots).

Special Event No. 106—1000 cubic inch displacement or less (men pilots).

Special Event No. 107—1875 cubic inch displacement or less (men pilots).

Special Event No. 108—Free-for-all (T H O M P S O N TROPHY QUALIFICATIONS), (men pilots).

Special Event No. 109— 510 cubic inch displacement or less (women pilots).

Special Event No. 110— 800 cubic inch displacement or less (women pilots).

Special Event No. 111—Free-for-all (AEROL TROPHY QUALIFICATIONS), (women pilots).

CLOSED COURSE EVENTS

EVENT No. 1

FREE-FOR-ALL—Men Pilots Only

Total Purse \$1,000

(1) Open to any type airplane powered with an engine having not more than 175 cubic inch piston displacement.

(2) Three laps of a ten-mile course.

(3) First prize \$500.00, second prize \$300.00; third prize \$200.00.

(4) Required qualifying speed 75 miles per hour. (See Special Event No. 101.)

Event No. 2

Men Pilots Only

Total Purse \$600

(1) Open to any type airplane powered with an engine of not more than 175 cubic inch piston displacement.

(2) Three laps of a ten-mile course.

(3) First prize \$300.00, second prize \$180.00, third prize \$120.00.

Event No. 3

FREE-FOR-ALL—Men Pilots Only

Total Purse \$1,200

(1) Open to any type airplane powered with an engine of not more than 350 cubic inch piston displacement.

(2) Three laps of a ten-mile course.

(3) First prize \$600.00, second prize \$360.00, third prize \$240.00.

(4) Required qualifying speed 100 miles per hour. (See Special Event No. 102.)

Event No. 4

Men Pilots Only

Total Purse \$800

- (1) Open to cabin and open type airplanes powered with engine of not more than 350 cubic inch piston displacement, carrying A. T. C. or Group II license.
- (2) Three laps of a ten-mile course.
- (3) First prize \$400.00, second prize \$240.00, third prize \$160.00.

Event No. 5

FREE-FOR-ALL—Men Pilots Only

Total Purse \$1,200

- (1) Open to any type airplane powered with an engine of not more than 510 cubic inch piston displacement.
- (2) Three laps of a ten-mile course.
- (3) First prize \$600.00, second prize \$360.00, third prize \$240.00.
- (4) Required qualifying speed 110 miles per hour. (See Special Event No. 103.)

Event No. 6

Men Pilots Only

Total Purse \$800

- (1) Open to cabin and open type airplanes powered with an engine of not more than 510 cubic inch piston displacement carrying A. T. C. or Group II License.
- (2) Three laps of a ten-mile course.
- (3) First prize \$400.00, second prize \$240.00, third prize \$160.00.

Event No. 7

FREE-FOR-ALL—Men Pilots Only

Total Purse \$1,800

- (1) Open to any type airplane powered with an engine of not more than 650 cubic inch piston displacement.
- (2) Three laps of a ten-mile course.
- (3) First prize \$900.00, second prize \$540.00, third prize \$360.00.
- (4) Required qualifying speed 120 miles per hour. (See Special Event No. 104.)

Event No. 8

Men Pilots Only

Total Purse \$1,200

- (1) Open to cabin and open type airplanes powered with an engine of not more than 650 cubic inch piston displacement carrying A. T. C. or Group II License.
- (2) Three laps of a ten-mile course.
- (3) First prize \$600.00, second prize \$360.00, third prize \$240.00.

Event No. 9

FREE-FOR-ALL—Men Pilots Only

Total Purse \$2,400

- (1) Open to any type airplane powered with an engine of not more than 800 cubic inch piston displacement.
- (2) Five laps of a ten-mile course.
- (3) First prize \$1,200.00, second prize \$720.00, third prize \$480.00.
- (4) Required qualifying speed 130 miles per hour. (See Special Event No. 105.)

Event No. 10

Men Pilots Only

Total Purse \$1,600

- (1) Open to cabin and open type airplanes powered with an engine of not less than 500 cubic inches nor more than 800 cubic inch piston displacement carrying A. T. C. or Group II License.
- (2) Five laps of a ten-mile course.
- (3) First prize \$800.00, second prize \$480.00, third prize \$320.00.

Event No. 11

FREE-FOR-ALL—Men Pilots Only

Total Purse \$3,000

- (1) Open to any type airplane powered with an engine of not more than 1000 cubic inch piston displacement.
- (2) Five laps of a ten-mile course.
- (3) First prize \$1,500.00, second prize \$900.00, third prize \$600.00.
- (4) Required qualifying speed 140 miles per hour. (See Special Event No. 106.)

Event No. 12

Men Pilots Only

Total Purse \$2,000

- (1) Open to cabin and open type airplanes powered with an engine of not more than 1000 cubic inch piston displacement carrying A. T. C. or Group II License.
- (2) Five laps of a ten-mile course.
- (3) First prize \$1,000.00, second prize \$600.00, third prize \$400.00.

Event No. 13

FREE-FOR-ALL—Men Pilots Only

Total Purse \$3,600

- (1) Open to any type airplane powered with an engine of not more than 1875 cubic inch piston displacement.
- (2) Five laps of a ten-mile course.
- (3) First prize \$1,800.00, second prize \$1,080.00, third prize \$720.00.
- (4) Required qualifying speed 150 miles per hour. (See Special Event No. 107.)

EVENT No. 14

Men Pilots Only

Total Purse \$2,400

(1) Open to cabin and open type airplanes powered with an engine of not less than 1200 cubic inches nor more than 1875 cubic inch piston displacement carrying A. T. C. or Group II License.

(2) Five laps of a ten-mile course.

(3) First prize \$1,200.00, second prize \$720.00, third prize \$480.00.

Event No. 15

AMPHIBIAN NOVELTY RACE—Men Pilots Only

Trophy

Event No. 16

AUTO GYRO RACE—Men Pilots Only

Total Purse \$1,000

Event No. 17

SPORTSMAN PILOT RACE—Men Pilots Only

Trophy

(1) Open to sportsman pilots with cabin and open type airplanes powered with an engine not more than 120 cubic inch piston displacement carrying A. T. C. or Group II License.

(2) Three laps of a ten-mile course.

(3) Prize—Sportsman Pilot Trophy.

Event No. 18

SPORTSMAN PILOT RACE—Men Pilots Only

Trophy

(1) Open to sportsman pilots with cabin and open type airplanes powered with an engine of not more than 275 cubic inch piston displacement carrying A. T. C. or Group II License.

(2) Three laps of a ten-mile course.

(3) Prize—Trophy.

Event No. 19

SPORTSMAN PILOT RACE—Men Pilots Only

Trophy

(1) Open to sportsman pilots with cabin and open type airplanes powered with an engine of not more than 350 cubic inch piston displacement carrying A. T. C. or Group II License.

(2) Three laps of a ten-mile course.

(3) Prize—Trophy.

Event No. 20

SPORTSMAN PILOT RACE—Men Pilots Only

Trophy

(1) Open to sportsman pilots with cabin and open type

airplanes powered with an engine of not more than 450 cubic inch piston displacement carrying A. T. C. or Group II License.

(2) Three laps of a ten-mile course.

(3) Prize—Trophy.

Event No. 21

SPORTSMAN PILOT RACE—Men Pilots Only

Trophy

(1) Open to sportsman pilots with cabin and open type airplanes powered with an engine of not more than 650 cubic inch piston displacement carrying A. T. C. or Group II License.

(2) Three laps of a ten-mile course.

(3) Prize—Trophy.

Event No. 22

SPORTSMAN PILOT RACE—Men Pilots Only

Trophy

(1) Open to sportsman pilots with cabin and open type airplanes powered with an engine of not more than 800 cubic inch piston displacement carrying A. T. C. or Group II License.

(2) Five laps of a ten-mile course.

(3) Prize—Trophy.

Event No. 23

SPORTSMAN PILOT RACE—Men Pilots Only

Trophy

(1) Open to sportsman pilots with cabin and open type airplanes powered with an engine of not more than 1000 cubic inch piston displacement carrying A. T. C. or Group II License.

(2) Five laps of a ten-mile course.

(3) Prize—Trophy.

Event No. 24

Women Pilots Only

Total Purse \$1,000

(1) Open to cabin and open type airplanes powered with an engine of not more than 350 cubic inch piston displacement carrying A. T. C. or Group II License.

(2) Three laps of a ten-mile course.

(3) First prize \$500.00, second prize \$300.00, third prize \$200.00.

Event No. 25

FREE-FOR-ALL—Women Pilots Only

Total Purse \$1,000

(1) Open to any type airplane powered with an engine of not more than 510 cubic inch piston displacement.

(2) Three laps of a ten-mile course.

(3) First prize \$500.00, second prize \$300.00, third prize \$200.00.

(4) Required qualifying speed 100 miles per hour. (See Special Event No. 109.)

Event No. 26

Women Pilots Only
Total Purse \$1,500

- (1) Open to cabin and open type airplanes powered with an engine of not more than 650 cubic inch piston displacement carrying A. T. C. or Group II License.
- (2) Three laps of a ten-mile course.
- (3) First prize \$750.00, second prize \$450.00, third prize \$300.00.

Event No. 27

FREE-FOR-ALL—Women Pilots Only
Total Purse \$2,000

- (1) Open to any type airplane powered with an engine of not more than 800 cubic inch piston displacement.
- (2) Five laps of a ten-mile course.
- (3) First prize \$1000.00, second prize \$600.00, third prize \$400.00.
- (4) Required qualifying speed 110 miles per hour. (See Special Event No. 110.)

Event No. 28

Women Pilots Only
Total Purse \$2,500

- (1) Open to cabin and open type airplanes powered with an engine of not more than 1000 cubic inch piston displacement carrying A. T. C. or Group II License.
- (2) Five laps of a ten-mile course.
- (3) First prize \$1250.00, second prize \$750.00, third prize \$500.00.

Event No. 29

Women Pilots Only
Total Purse \$3,000

- (1) Open to cabin and open type airplanes powered with an engine of not more than 1875 cubic inch piston displacement carrying A. T. C. or Group II License.
- (2) Five laps of a ten-mile course.
- (3) First prize \$1500.00, second prize \$900.00, third prize \$600.00.

Event No. 30

MIXED RACE BY INVITATION
Total Purse \$2,500

First prize \$1250.00, second prize \$750.00, third prize \$500.00.

NOTE: The contest committee will select the contestants for this race which will be free-for-all, for airplanes of approximately 1000 cubic inch piston displacement.

Event No. 31

CIVILIAN ACROBATIC EXHIBITION
Total Purse \$3,000

- (1) Teams of three airplanes will give demonstrations by invitation. One team each day.
- (2) \$300.00 each day for team flying that day.

CHARLES E. THOMPSON TROPHY RACE

Event No. 32

Men Pilots Only
Total Purse \$15,000

and Gold, Silver and Bronze Plaques of the Thompson Trophy.

Charles Edwin Thompson of Cleveland, Ohio, the donor, has established a beautiful trophy to be competed for annually at the National Air Races in a free-for-all race for any type of airplane equipped with any type of engine.

The trophy will be awarded annually to the Nation, Department of Governmental Service, Organization or Chapter

of the National Aeronautic Association represented by the winning pilot. It will be retained by the winning body until one month prior to the date on which it is next competed for.

(1) A free-for-all speed contest for any type of airplane equipped with any type of engine or engines. Superchargers, special fuels, or any other means may be used to increase the speed of planes entered in this race.

(2) Ten laps of a ten-mile course.

(3) First prize \$7500.00, second prize \$4500.00, third prize \$3000.00.

(4) Required qualifying speed 175 miles per hour. (See Special Event No. 108.)

CLEVELAND PNEUMATIC AEROL TROPHY RACE

Event No. 33

Women Pilots Only
Total Purse \$7,500

The Cleveland Pneumatic Tool Company of Cleveland, Ohio, has donated a beautiful trophy to be known as The Cleveland Pneumatic Aerol Trophy, to be competed for annually, by women pilots only, at the National Air Races in a free-for-all race for any type of airplane equipped with any type of engine or engines.

The trophy will be awarded annually to the Nation, Organization or Chapter of The National Aeronautical Association represented by the winning pilot. It will be retained by the winning body until one month prior to the date on which it is next to be competed for.

A silver plaque illustrative of the trophy will be awarded to the winning pilot for permanent possession.

(1) A free-for-all speed contest for any type of airplane with any type of engine or engines. Superchargers, special

fuels or any other means may be used to increase speed of planes entered in this race.

(2) Entrants must have had one hundred and fifty hours to be eligible to compete.

(3) Five laps of a ten-mile course.

(4) First prize \$3,750.00, second prize \$2,250.00, third prize \$1,500.00.

(5) Required qualifying speed 140 miles per hour. (See Special Event No. 111.)

Event No. 34

DEAD STICK LANDING CONTEST—Men Pilots Only

Total Purse \$1,000

(1) The following prizes will be awarded for each event for the contestant landing closest to a designated mark, without the use of brakes.

(2) First prize \$100.00, second prize \$60.00, third prize \$40.00.

(3) Entry fee \$25.00. Returnable after the races, provided one day's event has been participated in.

NOTE: Only one Dead Stick Landing Contest will be held daily—women one day, men the next.

Event No. 35

DEAD STICK LANDING CONTEST—Women Pilots Only

Total Purse \$1,000

(1) The following prizes will be awarded for each event for the contestant landing closest to a designated mark without the use of brakes.

(2) First prize \$100.00, second prize \$60.00, third prize \$40.00.

(3) Entry fee \$25.00. Returnable after the races, provided one day's event has been participated in.

NOTE: Only one Dead Stick Landing Contest will be held daily, women one day, men the next.

Event No. 36

AIR TRANSPORT—SPEED AND EFFICIENCY CONTEST

This Race has been changed to conform with modern aircraft.

Total Purse \$3,000

(1) A class will be included for combination open and cabin type planes, that is, planes with capacity for passengers and for cargo and with the pilot flying from open cockpit, provided a minimum number of entries is received.

(2) Five laps of a ten-mile course.

(3) The award will be determined by the greatest number of merit points for each ship, according to the 1931 National Air Tour Formula.

(4) To conserve time the altitude requirements for multi-engined ships will be waived, but the ships will be required

to demonstrate ability to fly without their most efficient engine and fly on the remaining one or two engines.

Event No. 37

Army, Navy and Marine closed course events will be scheduled as the respective services desire.

Event No. 38

NATIONAL GUARD RACE

Douglas Trophy

(1) Open to military two-place planes only.

(2) Five laps of a ten-mile course.

(3) Trophy will be awarded to winner.

Event No. 39

FREE-FOR-ALL—Professionals

PARACHUTE JUMPING CONTEST

Total Purse \$2,200

(1) Each contestant will be required to jump from a minimum of 2000 feet, landing as near as possible to a predetermined point of the airport.

(2) This contest is free to all experienced male participants. The Contest Committee will select the jumpers each day from among those entered. Each jumper must furnish his own airplane.

(3) All parachutes must have an inspection ticket dated within 30 days of the start of the races. An air service or National Guard inspection ticket for the service or Guard jumpers and a factory inspection ticket for the civilian jumpers. All parachutes used must be approved by the Department of Commerce and the conditions as set forth in the Department of Commerce Regulations for Exhibition Parachute Jumping must be complied with.

(4) Daily Prizes: First prize, three points, \$100.00; second prize, two points, \$60.00; third prize, one point, \$40.00.

(5) Sweepstake prize to high point winner for the period of the races—\$200.00.

(6) No two parachute jumpers will be allowed to use the same parachute the same day.

(7) Entry fee—\$25.00. Returnable after the races, provided one jump has been made or entry rejected.

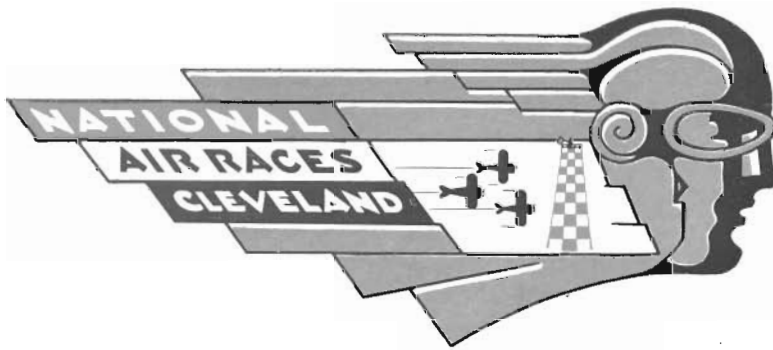
Novelty Events

Each day a novelty event will be placed on the schedule. Details and awards will be announced through the Aeronautical Trade Publications and upon request.

NATIONAL AIR RACES

HOTEL CLEVELAND

CLEVELAND, OHIO



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