

Pulitzer Electric Aircraft Race

Pre-Registration Information Package

Thank you for your interest in the 2024 Pulitzer Electric Aircraft Race – the first dedicated Pulitzer Air Race held in 99 years! With your participation and support, we expect the Pulitzer Race and the Pulitzer Trophy will become the hallmark of Excellence and Distinction in Electric Aviation.

Purpose: This package will provide you with the forms you will need to register for the Pulitzer Race, information on the conduct of the race and associated activities and expectations for race participants to make the Pulitzer Race a safe, professional and meaningful event.

Pulitzer Race Overview: The Pulitzer Electric Aircraft Air Race is a 1,000 nm cross-country air race from Eppley Airfield, Omaha, NE (KOMA) to Dare County Regional Airport (KMQL) near Kitty Hawk, NC. The topography of the first two thirds of the route is flat to rolling with predominantly agricultural use. The last third of the route in West Virginia and the southern portion of Virginia includes a mix of agricultural and forested areas and the Appalachian Mountains. Terrain within 50 nm of the route centerline crossing the Appalachians is generally 5,000 ft and below. The route offers an abundance of airports which should allow aircraft with limited range to participate. The west to east route also gives participants the advantage of a predominant tailwind. Aircraft with a no-wind range of 80-100 nm (plus reserve) should be able to participate with proper pre-flight planning and airfield selection. The numerous airports and off-field landing sites gives an added level of safety for contingencies.

Since some participants may use aircraft with limited range capability, the NAA as organizer of the Pulitzer air race, has petitioned the FAA for an exemption to reduce the reserve requirements for flight in day VFR conditions (14 CFR 91.1251(a)(1) and (b)) from 30 minutes to 15 minutes with the addition of certain operation controls. Thirty minutes of additional flying time represents a substantial portion of the available battery capacity for many electric vehicles. Reducing the requirement through a grant of exemption should allow a larger number of teams to participate.

The key data for determining the race winner are the takeoff and landing times used to determine cumulative flying time for each contestant. The primary means for recording takeoff and landing times will be a self-contained GPS flight data recorder each contestant will be required to carry and operate during each leg of the race. The GPS data recorders will be identical and will be provided to each contestant at race check-in. The race rules also provide for secondary and tertiary means of determining takeoff and landing times if the GPS data recorders fail to record flight data.

Eligibility: The Pulitzer Race is open to powered aerodynes with a zero-emission electric propulsion system, piloted by an on-board human pilot. (Details on eligibility can be found in the Pulitzer Race rules published at <http://www.pulitzerairrace.org>)

The eligibility criteria mean that any aircraft, other than lighter-than-air, powered by electric propulsion using a zero-emission energy source (battery, hydrogen fuel cell, solar) is eligible to enter the race including fixed wing, helicopters or eVTOL aircraft. One of the goals for the 2024 Pulitzer Race is to showcase the diversity of design in electric aviation. We hope to have competitors representing different airframe configurations and electric propulsion systems participating in the race.

Registration: Official registration for the 2024 Pulitzer race will take place online at a future date to be announced. During this pre-registration period, registration forms will be made available to interested prospective participants as part of this information package. Completing and returning these forms will provide the NAA Pulitzer Committee organizing the race with better information on expected participation and the types of aircraft we would expect to see during the race. It will also allow teams to opt-in to our contact list to receive regular updates on the progress of planning activities and advance notice when the formal registration period opens.

The registration forms include information on the team, the aircraft and the participating pilots. Not all information may be known during the pre-registration period. The data requested on the aircraft information form is high level design data similar to what would be included in an FAA Type Certificate Data Sheet (TCDS) and a Pilot Operating Handbook. Some examples include electric propulsion system power source (battery, solar, fuel cell, etc.), battery type and capacity, overall aircraft dimensions and weight, operating speeds, etc. Detailed design and proprietary information will not be requested or accepted by NAA.

Please complete the Team Information and the Aircraft Information forms as completely as possible and submit those to the NAA using the pre-registration page on the NAA website (<https://naa.aero>).

Participation in the 2024 Pulitzer Race is limited to 25 teams. This limitation is necessary to control the size and scope of the race and accommodate available airport ramp space for race aircraft and team support aircraft at the start and finish of the race.

If more than 25 registration applications are received during the formal registration period, the Pulitzer Committee will select the participating teams and alternates based on a set of criteria including, but not necessarily limited to: diversity of design, demonstrated flight experience, expected aircraft performance, and participation in Pulitzer Race pre-registration.

Teams selected to participate in the Pulitzer Race will also be required to pay an entry fee of \$1,500.

Participant Expectations: As a continuation of the Pulitzer Air Races held in the early 1920s, the first dedicated Pulitzer Race held in 99 years and the first cross country race held for electric aircraft, the Pulitzer Electric Aircraft Race will be a historic event and a high-profile showcase for the electric aircraft industry. The following expectation are intended to ensure the Pulitzer Race is a safe, professional and meaningful event.

Safety – Flight and ground safety are paramount during all activities associated with the Pulitzer Race. At its core this is a race, so healthy competition is expected and encouraged, but safety and good judgement must be the priority. Ground and flight activities should be performed according to established procedures and within established or cleared envelopes. Any incident, especially a preventable one, which detracts from the image of electric aviation as a safe, reliable and effective means of air transportation is counterproductive for the industry as a whole. Above all – Be Safe.

Race Rules – To promote good sportsmanship and a fair competition, teams are expected to know and adhere to the rules of the Pulitzer Race and comply with instructions of the NAA race officials.

FAI Sporting License – Pilots participating in an NAA organized event will need a Federation Aéronautique Internationale (FAI) sporting license issued by the NAA or another National Airsport

Control (NAC) organization. Sporting licenses are available at the NAA website (<https://naa.aero>) as a membership benefit of joining the NAA.

Public Engagement – Engagement with the general public during the race is an important feature and objective for the Pulitzer Race. The participating Pulitzer Race teams will be the “face” of the race and will represent the electric aircraft industry to the public in addition to their sponsoring company or organization. There are almost 14 million people residing in the 278 counties within 50 miles of the course centerline between Omaha and Dare County. With a properly executed PR campaign, we expect many people will visit a local airport to see their first electric aircraft. Due to the nature of current electric aircraft with extended charging times, there should be ample opportunity to engage the public.

Social Media – Social media is now a primary means of communications. We encourage teams to have a robust and active presence on social media leading up to and during the race to promote the Pulitzer Race and the electric aviation industry.

STEM Engagement – As an additional engagement opportunity, we may design and produce a STEM educational package(s) on aircraft and electric propulsion systems for school groups who visit Pulitzer Race teams at nearby airports. If these STEM packages are created, we would encourage participating teams to carry these in their support aircraft and distribute them to visiting school groups.

FlightAware Flight Tracking – As a cross county event, we expect many people will follow the race using the dedicated Pulitzer Race page on the FlightAware website for real time updates. Just like the normal FlightAware pages allow selection of a particular flight, we expect the Pulitzer page will have a similar feature to allow people following the race to learn more about the teams. We encourage the participating race teams to assist with creating web content about their team, aircraft and pilots, and keep flight plans and itineraries updated.

Post-Race Expo – We are planning for a “Future of Electric Flight Expo” the day following the race at the Dare County Regional Airport. An important part of the Expo is the static display of the Pulitzer Race aircraft and an opportunity for the public to meet and engage with the Pulitzer Race teams. We would encourage all teams to plan to stay and participate in the one-day Expo.

Thank you for your interest in the Pulitzer Electric Aircraft Race! If you have any questions during this pre-registration period about the race or registration process please contact the Pulitzer Race Director, Scott Neumann at sneumann@naa.aero.