

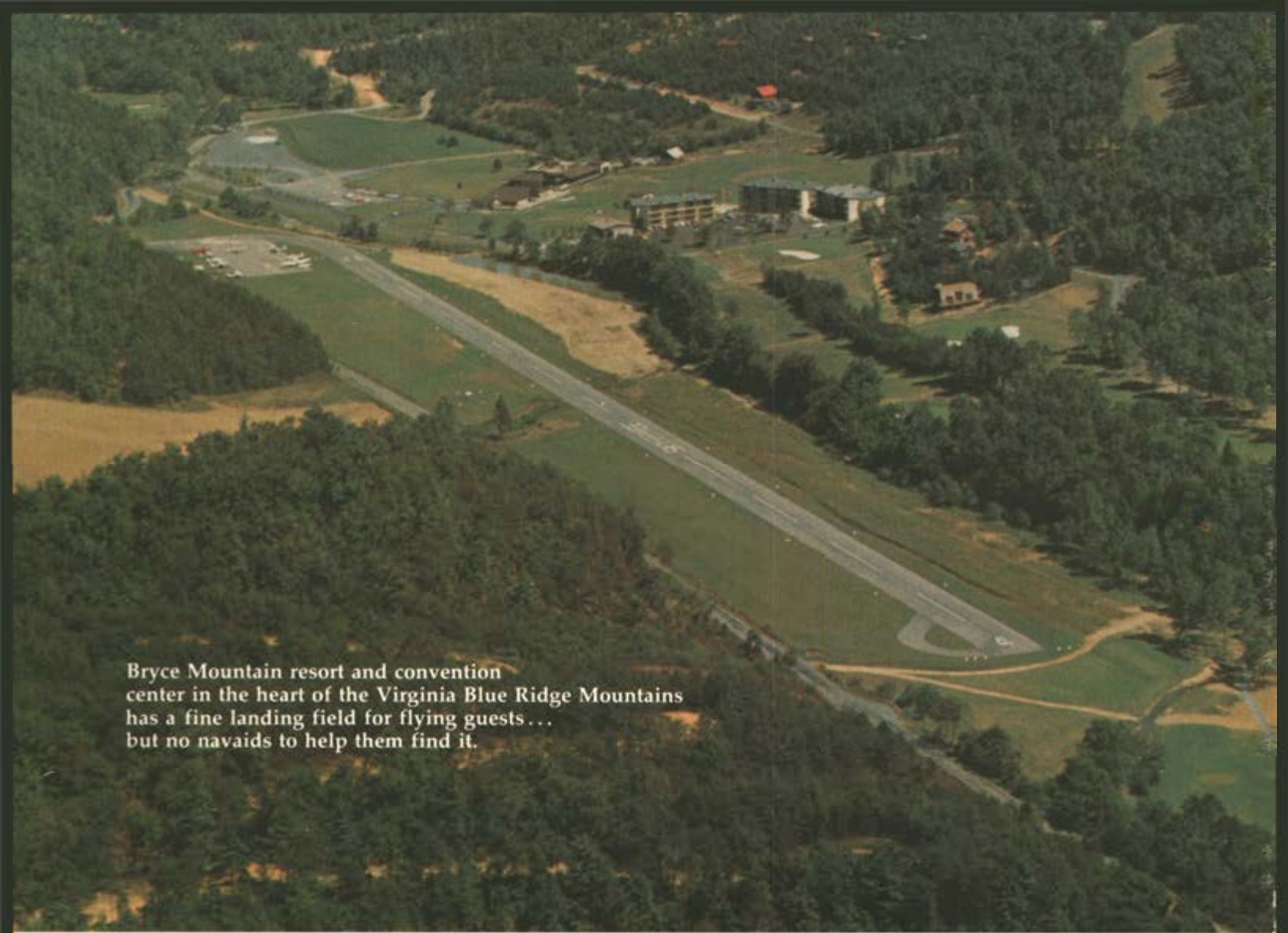
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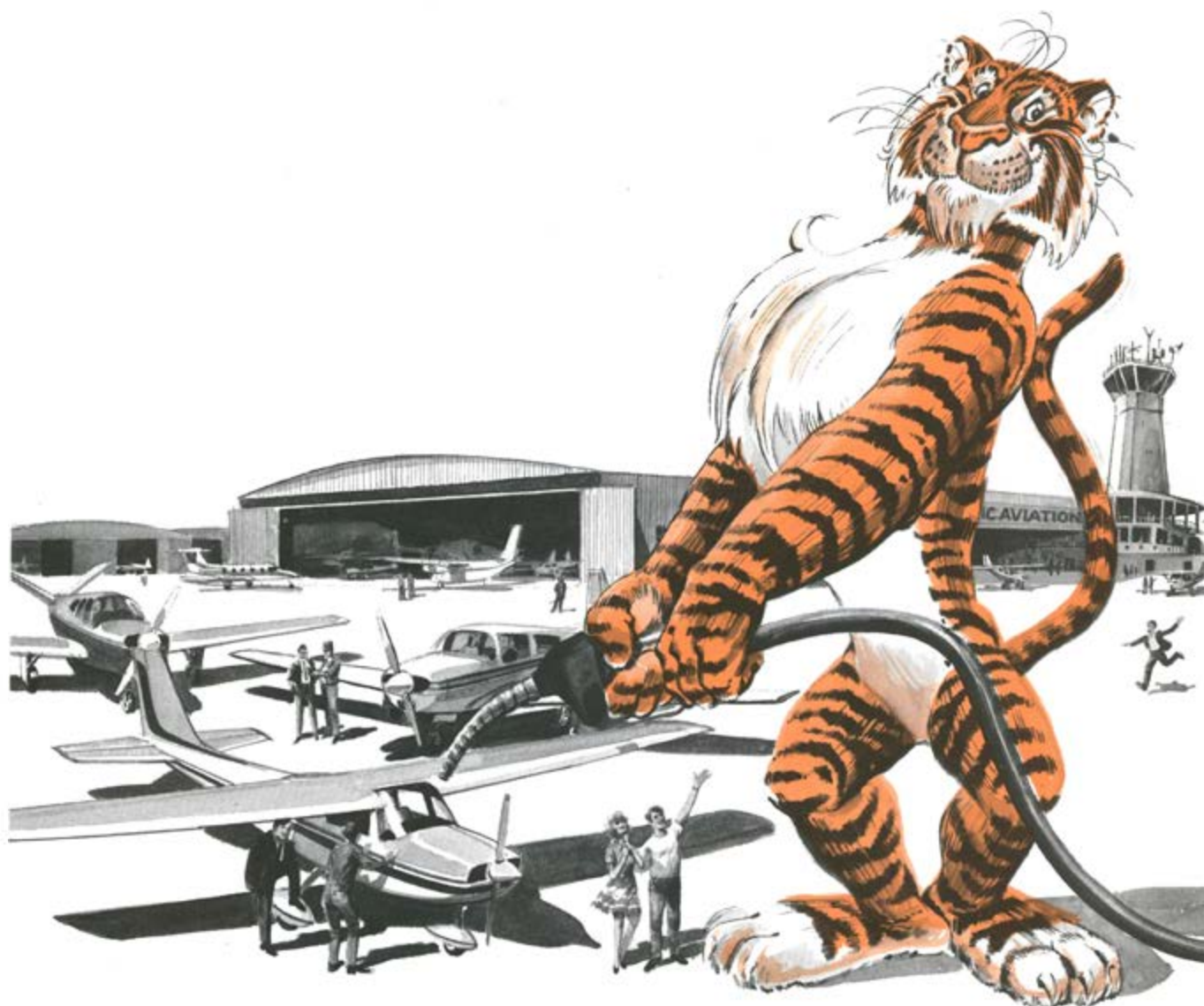
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George Griffith flagging off
the 1972 Contestants
Photo Courtesy of STEVE HESELTON

POWDER PUFF DERBY—Registered Trademark

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RACE SCHEDULE

Impound—July 9, 1973

Take-off Banquet, LaCosta Resort, Calif.—July 11, 1973

Take-off—July 13, 1973 Deadline to Finish—July 16, 1973

Awards Banquet—Elmira College, Elmira, N.Y.—July 18, 1973

DESIGNATED RACE COURSE

	Statute Miles
1. Palomar Airport, Carlsbad, Calif.	298.18
2. Prescott Municipal Airport, Prescott, Ariz.	331.19
3. Albuquerque Int'l. Airport, Albuquerque, N.M.	344.62
4. Liberal Municipal Airport, Liberal, Kansas	322.74
5. Philip Billard Airport, Topeka, Kansas	294.27
6. Waterloo Municipal Airport, Waterloo, Iowa	275.94
7. Univ. of Ill.-Willard Airport, Champaign, Ill.	310.10
8. Bishop Airport, Flint, Michigan	242.79
9. Niagara Falls Int'l. Airport, Niagara Falls, N.Y.	123.15
10. Chemung County Airport, Elmira-Corning, N.Y.	
Total Mileage	2542.98

GLOSSARY

AAA—Antique Airplane Ass'n.
ACA—Aerobatic Club of America
AFA—Air Force Ass'n.
AHS—American Helicopter Society
AOPA—Aircraft Owners and Pilots Ass'n.
ATC—Air Traffic Control
ATR—Airline Transport Rating
AWNAR—All-Woman New England Air Race
AWTAR—All-Woman Transcontinental Air Race
CAP—Civil Air Patrol
CPT—Civilian Pilot Training
EAA—Experimental Aircraft Ass'n.
FAA—Federal Aviation Agency
FAI—Federation Aeronautique Internationale
FFA—Flying Farmers Ass'n.

FIA—Flight Instructor Airplane
FII—Flight Instructor Instrument
FSS—Flight Service Station
GADO—General Aviation District Office
IAR—International Air Race
ILS—Instrument Landing System
IRA—Instrument Rating
MEL—Multi-engine Land
MES—Multi-engine Sea
MIC—Meteorologist in Charge
NAA—National Aeronautic Ass'n.
NAEC—National Aerospace Education Council
NAFI—National Ass'n. Flight Instructors
NATA—National Aviation Trades Ass'n.
NBAA—National Business Aircraft Ass'n.

NIFA—National Intercollegiate Flying Ass'n.
NPA—National Pilots Ass'n.
PPD—Powder Puff Derby
PRPA—Professional Racing Pilots Ass'n.
RON—Remain Over Night
SEL—Single Engine Land
SES—Single Engine Sea
SPA—Sportsman Pilots Ass'n.
SSA—Soaring Society of America
TAR—Transcontinental Air Race (PPD)
VFR—Visual Flight Rules
WACOA—FAA's Women Advisory
Committee on Aviation
WASP—Women's Airforce Service Pilots
WIAA—Women's Int'l. Ass'n. of Aeronautics



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Tucson
Phoenix Aviation, Inc.
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Phoenix

Prescott Aviation, Inc.
Municipal Airport
Prescott

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Municipal Airport
West Memphis

CALIFORNIA

Western Airmotive Co., Inc.
Oakland International Airport
Oakland

COLORADO

Aero West, Inc.
Maytag Complex - Peterson Field
Colorado Springs
Valley Airpark, Inc.
Ft. Collins Airpark
Ft. Collins

CONNECTICUT

Knickerbocker Aviation of Conn., Inc.
Bridgeport Municipal Airport
Stratford

FLORIDA

Northwest Florida Aviation, Inc.
Chuck Ollinger 904 438-9602
Pensacola
Red Aircraft Service, Inc.
Ft. Lauderdale
Showalter Flying Service, Inc.
Herndon Airport
Orlando

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Daniel Field
Augusta
Epps Air Service, Inc.
DeKalb Peachtree Airport
Atlanta

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Williamson County Airport
Marion
Blackhawk Air Service
Whiteside County Airport
Rock Falls

Decatur Piper
Decatur Municipal Airport
Decatur

Freeport Aviation
Municipal Airport
Freeport

Illini Aviation, Inc.
Illini Airport
Urbana

Philko Aviation, Inc.
Aurora Municipal Airport
Sugar Grove

INDIANA

Highland Airport
Perrysville

IOWA

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Municipal Airport
Muscatine
Niederhauser Airways, Inc.
Municipal Airport
Waterloo
Straley Flying Service, Inc.
Municipal Airport
Clinton - Davenport

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Topeka Municipal Airport
Topeka
Midwest Piper Sales, Inc.
Piper Airpark
Wichita

KENTUCKY

Coy Flying Service
Marshall Field
Georgetown

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Downtown Airport
Baton Rouge
Noel Flying Service
LaFayette Municipal Airport
LaFayette

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Ocean City

Hughes Aviation
Maryland Airport
White Plains

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Berkshire Aviation Enterprises, Inc.
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Great Barrington
King Aviation
Taunton Airport
East Taunton

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Pontiac
G. B. Dupont Co., Inc.
Dupont-Lapeer Airport
Lapeer
Gordon Aviation, Inc.
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Ann Arbor
Michigan Air Activities, Inc.
Kellogg Regional Airport
Battle Creek
Northern Airmotive
Marquette County Airport
Negaunee
Welch Aviation, Inc.
Phelps-Collins Airport
Alpena

MISSISSIPPI

South Central Air Transport
McComb Pike County Airport
McComb

MISSOURI

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Woods Memorial Airport
Columbia
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Municipal Airport
Springfield
Thunderbird Aviation
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Chesterfield

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Gillis Aviation
Logan International Field
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Grand Island

Scottsbluff Aviation, Inc.
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Scottsbluff

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Boulder City Airport
Boulder City

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Nashua

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Cross Keys

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Montoe Airport
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Minot Airport
Minot

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Columbus

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Bluffton Airport
Bluffton

Key Aviation
Lunken Airport
Cincinnati

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Catlin Aviation Co.
Wiley Post Airport
Oklahoma City

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Duncan

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Sevierville

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Lovell Field
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Denton

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Lorado International Airport
Lorado

Gault Aviation
International Airport
Corpus Christi

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Brownfield

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David Wayne Hooks Memorial Airport
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San Angelo

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El Paso

Texoma Aviation, Inc.
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Sherman

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Miller International Airport
McAllen

Wes-Tex Aircraft, Inc.
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Lubbock

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Interwest Aviation, Inc.
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Richmond International Airport
Sandston

Mark Aviation
Dulles International Airport
Chantilly

Woodbridge Airport, Inc.
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1965	Mary Ann Noah, Pilot Mary Aikins, Co-Pilot	Piper Cherokee 160
1966	Bernice Steadman, Pilot Mary Clark, Co-Pilot	Piper Comanche 260
1969	Mara Culp, Pilot	Piper Comanche 260
1970	Margaret Mead, Pilot Susan Oliver, Co-Pilot	Piper Comanche 260
1972	Marian Banks, Pilot Dottie Sanders, Co-Pilot	Piper Comanche 260

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TAR No.

38 ADAMS, BOBBI
58 BARTELS, DIANE
26 BARTHEL, LYNN H.
33 BIRDSONG, DOTTY
54 BLECH, A.L. "LORRIE"
91 BLISS, RUTH C.
48 BONZON, RACHEL
67 BOOTH, HARRIETT P.
4 BRADY, ELAINE
69 BRUNKS, IRENE
70 BURKE, MARIAN
25 BYERS, MARY
100 CALLAWAY, MARGARET
19 CARLSON, CLAUDIA A.
11 CARMICHAEL, AVA
34 CARY, LYNN P.
65 CLARK, PAT
2 COLLIER, PATRICIA
88 CONNOLLY, NELL
92 COPELAND, MARSHA E.
46 CREASON, MARY R.
101 CROWELL, RUTH E.
11 CUMMINGS, WANDA
23 DAVIDSON, PEG
77 DAVIS, FRANCESCA
40 DAVIS, MIRIAM
3 DAVIS, PAT
86 DAVISON, HELEN
35 de PIERRES, ROSEMARY
49 DIECKMANN, ELIZABETH A.
56 DILG, RUTH
75 DOMAS, PATRICIA ANN
84 DRAKE, LETA POWELL
28 FAIRBANKS, PAT
21 FALKENBERG, CHARLENE
52 FEDOR, ANNETTE C.
25 FLETCHER, MAYBELLE
98 FREE, JANICE LEE
73 FRIEDMAN, PATRICIA
89 FUHRMAN, FLORENCE
10 FUTTERMAN, NORMA L.
20 GAMMELL, JAN
21 GATLIN, SUSANN
64 GAUNCE, MARTHA B.
33 GIBSON, ETHEL
103 GILMORE, CHRISTINE
76 GILREATH, VIRGINIA N.
53 GITELMAN, MARCIA
14 GLADNEY, PATRICIA
44 GLASSON, PAULINE
24 GOETZ, BARBARA
8 GOLDTHORPE, GAIL
26 GOSLOVICH, PAULINE M.
36 GRAY, RUTH
84 GREEN, SALLY S.
6 GRIFFITH, THON
77 GROVER, CATHERINE
66 GRUPENHAGEN, ESTHER
85 GUALANO, ADELE M.
40 HALSTEAD, JUANITA
91 HANDY, SUSAN P.
24 HARRISON, F. SUSAN
58 HEINS, JAN
51 HEINZ, INGRID

TAR No.

19 HERRING, RITA J.
97 HEYM, KATHERINE
38 HIGGS, JANET L.
70 HILDEBRAND, RUTH
68 HINDS, ALMA JERMAN
6 HINN, DELL
9 HOECK, BRIGITTE
106 HOLCOMB, CLARISSA
59 HORTMAN, YVETTE
43 HUERTH, CHRISTINE
8 INGLE, JEAN (LILLIAN)
94 IRVINE, ELEANOR S.
22 JACKSON, PATRICIA
22 JAMES, PATRICIA D.
90 JARISH, TRINA ADELA
57 JAYNE, MARION
57 JAYNE, NANCY
65 JOHNSON, ELINOR
60 JOHNSON, VALERA G.
5 JONES, LORETTA
96 JONES, MARGIE R.
105 KELLEY, M. DARLENE
3 KELLEY, PAT
76 KINCAID, JOSEPHINE ANNE
16 KNOTT, ROBERTA ELEANOR
73 KRAUTKRAMER, MARY
17 KROPP, EVELYN
48 LA FORGE, SALLY
63 LAMBERT, BETTY
29 LAMBERT, GEORGIA
32 LAW, MARY JANE
30 LEE, ALIENE
105 LEHR, SHIRLEY
62 LITTLE, LAURA THOMAS
93 LONDON, TERRY LEE
37 LONG, KATHY
5 LOWE, ERLINE
49 LOWE, MARY A.
50 LUENEBURG, SUE
2 LUHTA, CAROLINE N. "CONNIE"
27 LUKE, JACQUELYN
83 MAPELLI, VELDA KING
81 MASSON, ANGELA
50 McCURM, JUDY
14 McELHATTON, JEANNE
27 McEWEN, PATRICIA
31 McGEE, HELEN
108 McGETTIGAN, GRACE
29 McGUIRE, EMMA
99 McKAY, SAMMY
13 McMILLAN, MARIE E.
47 MERMELSTEIN, ISABEL R.
80 MILLER, DORIS
35 MILLER, ROBIN ELIZABETH
52 MINTZ, ROSEMARIE
53 MORRISEY, FRANCES
61 MORSE, JEANNE
102 MURRAY, LINDA
1 MYERS, MARY ROSE
45 NAUMANN, PEGGY
36 NEWTH, ALINE KAY
7 NORMAN, JUNE A.
75 ODOM, JOYCE
97 PAPPAS, GEORGIA E.

TAR No.

16 PARKER, CHARLOTTE E.
28 PAYTON, SOPHIA M.
67 PEARSON, MARY M.
30 PETERSEN, SANDRA
74 PYATT, MARY JEAN
39 RAGAZ, BEBE
39 RAGAZ, KATHY
102 RAUCHFUS, HALDIS
78 REINDL, JOAN
94 RENTON, RUTH J.
82 RICH, RUTH ANN
71 RICHARDSON, GINI
7 RINGENBERG, MARGARET
104 ROBBINS, MARJORY S.
80 ROEHRIG, ELAINE
98 ROSE, JEAN C.
95 RUMM, JEANNE L.
79 RUTH, BABE WEYANT
100 SANDERS, DOTTIE
44 SCANIO, MARION
43 SCHIFFMANN, JEAN "SUNNY"
4 SCHOENING, ROSEMARIE
1 SHAW, DIANE E.
87 SHELTON, RUBY
79 SHELTON, IONE L.
10 SHOWERS, VIRGINIA
46 SMITH, ELOISE
61 SOMMER, THEO
78 STAFFORD, RUTH
108 STEIERT, JO ANN
42 STEINBERGER, JOAN
103 STEINER, CAROL BOGAN
72 STEVENSON, BERNI
32 STITT, MARGARET W.
104 THOM, SHIRLEY R.
12 THOMAS, EDITH (MICKI)
95 TOHER, PATRICIA A.
15 TOMAN, JOYCE
54 TRACY, DONNA
42 TREEN, EVALEE "EVIE"
9 TRENSE, MUTZ
74 TWITCHELL, MARILYN J.
107 TURK, LINDA
56 VAN der LINDEN, PAM
63 VASQUES, TERRY
87 VIAL, MARY
41 VICKERY, STEPHANIE A.
13 VILARDO, CAROLE ANN
51 von GERLACH, KUCKI
86 WAITE, MARY H.
34 WEGENER, VIRGINIA
18 WEINHARDT, SHIRLEY E.
93 WEATHERED, OLIVIA K.
68 WELLS, JOYCE
96 WEST, JEAN S.
47 WHEELER, PATRICIA
55 WICKENHAUSER, "TEX"
37 WILKE, HELEN
23 WILSON, PAT
62 WOLF, SHIRLEY A.
106 WOOD, KATHLEEN
15 WRIGHT, ESTHER
41 WYCHE, BILLIE JOYCE

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Vandalia

Toledo National Flite Service, Inc.
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Toledo

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Pittsburgh

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Lovell Field
Chattanooga
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Knoxville

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Houston
Rich-Air Co.
Midland-Odessa Regional Air Terminal
Midland
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Walter Untersee, Pounds Field
Tyler
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Tradewind Airport
Amarillo

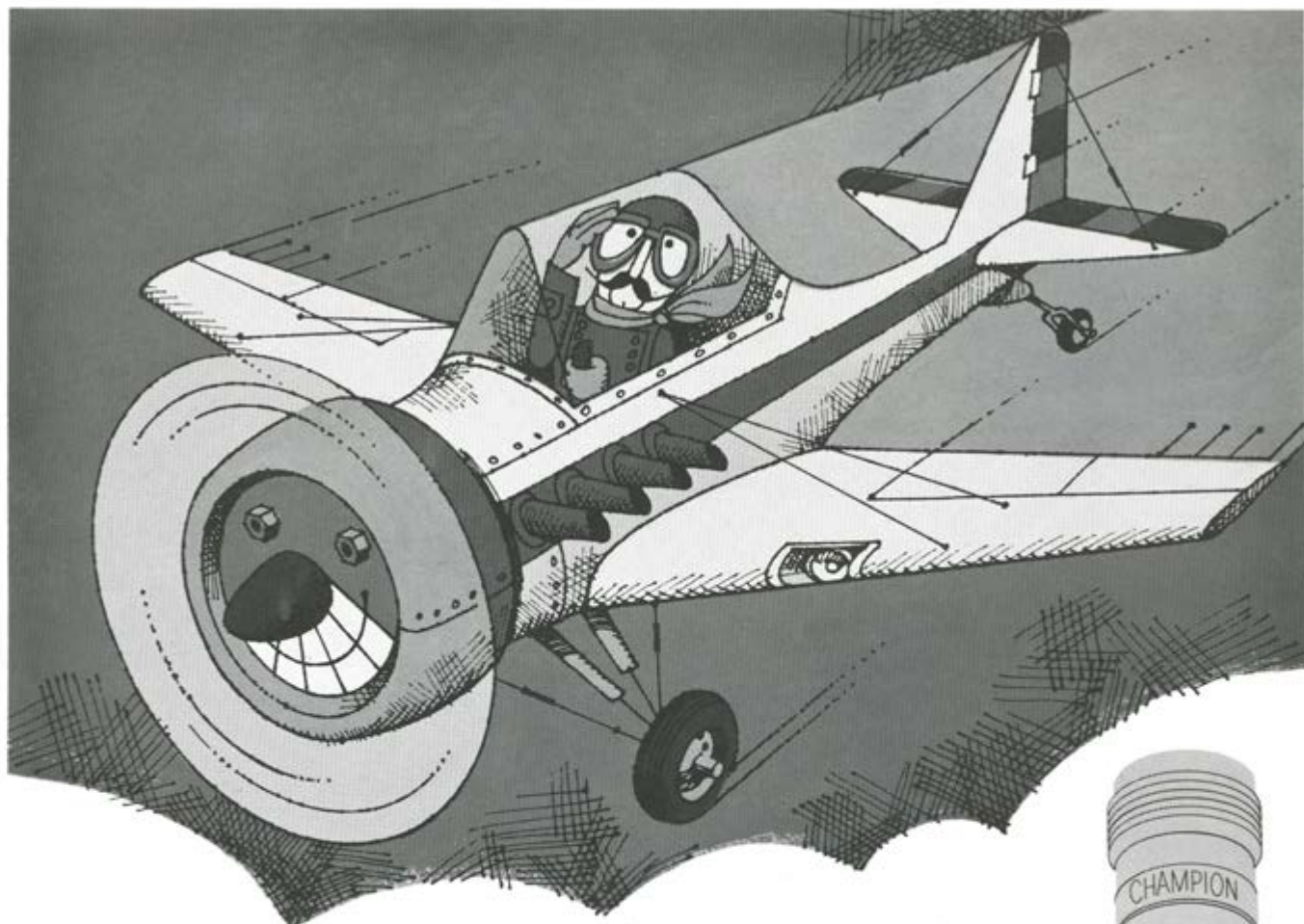
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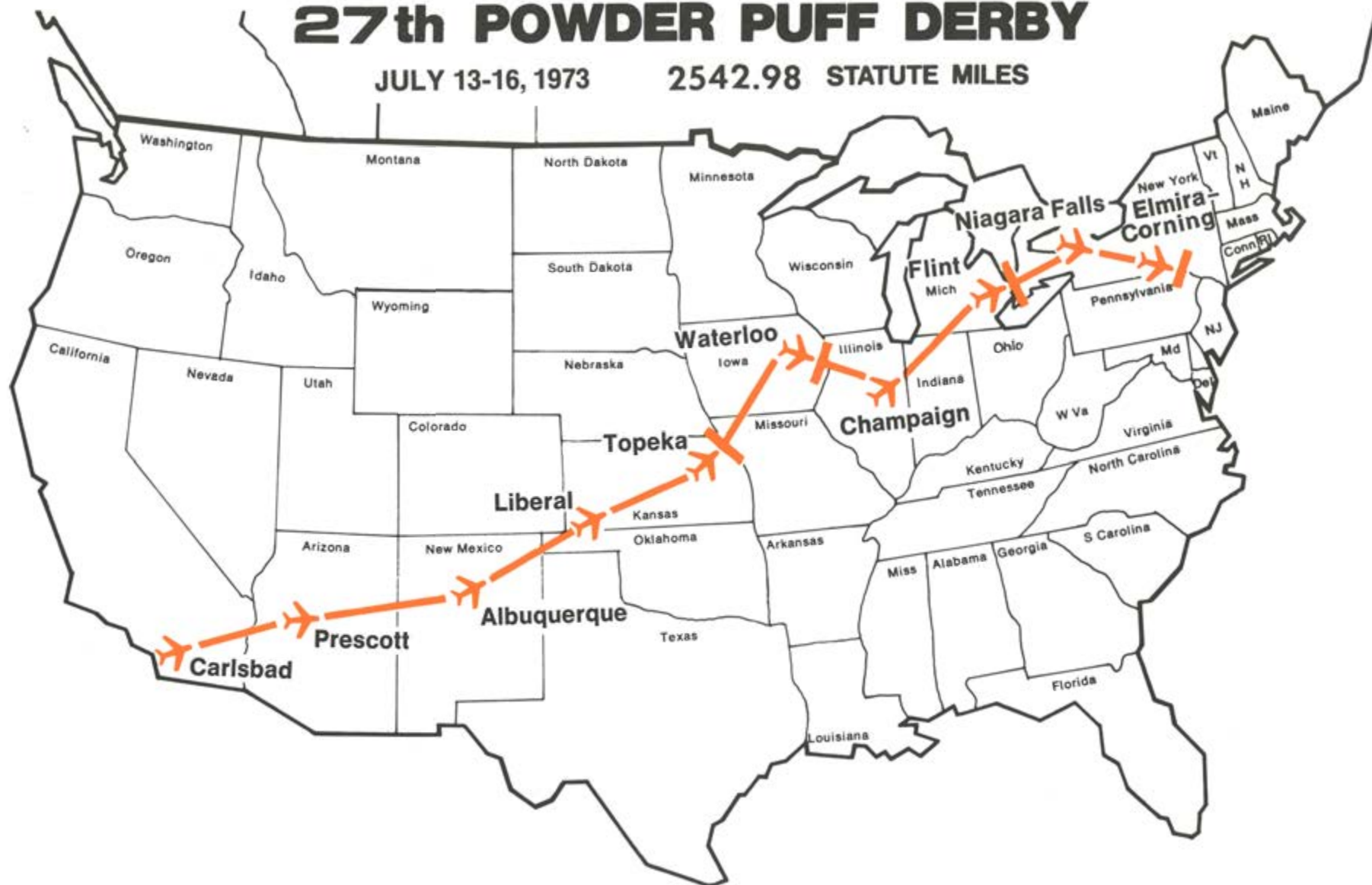
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JULY 13-16, 1973

2542.98 STATUTE MILES



Each year the race follows a different course. The Start and Terminus are first determined from a list of cities, preferably near the coasts, that have expressed the desire to hostess the event — ideally two years in advance. The en route stops are then chosen giving preference to requests. Determining factors are airport facilities, distance from the previous stop, adequate housing and personnel. Reasons for cities requesting the race have been varied: the celebration of a centennial year, a new airport, airport expansion, a shot-in-the-arm for business, or just the desire for nation-wide promotion of

a town or its products. For instance, who in the East ever heard of Winnemucca, Nev. before it appeared on the 1972 race route? Stops or fly-bys are determined by terrain, on-course military installations, or a request for a Must Stop that includes a donation to the General Race Fund upon which the Powder Puff Derby depends for its survival. If you would like the race to come to your area, contact Kay Brick, Chairman/Executive Director, Powder Puff Derby, Teterboro Airport, Teterboro, N.J. 07608. Tel: 201 288-4411.

Famous speedster Pat McEwen insists on ALUMIGRIPTM

"It's the only coating I'd have on my Racing Redbird"

Pat McEwen, busy housewife, mother of seven, knows her way around when it comes to airplanes. A 3,000 hour commercial and instrument rated pilot, she's checked out in everything from small singles to executive jets — and she's one of the country's most successful women air racers.

"Alumigrip?" she says, "it's the best. Before I accepted delivery on my new Racing Redbird (a 1969 V35A Bonanza) I insisted on Alumigrip coating. It's the standard King Air coating, you know, . . . and it's beautiful."

Alumigrip has special advantages for Pat. "I'm not going to tell the competition how much, but Alumigrip is so smooth it makes my Racing Redbird faster — and I never have to wax it. It's easy to keep clean, too. Bugs wipe off with just a damp rag, and dust blows right off."

Pat McEwen insisted on Alumigrip for beauty and performance — and her reputation rides with her in the Racing Redbird. Doesn't that tell you something about Alumigrip?



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From Down Under

THIS GREAT ACHIEVEMENT OF THE NINETY NINES, the Powder Puff Derby, continues to develop with its High Safety record, through those who provide the wings and their refined equipment, and the women who handle them with such intelligence and care. Perhaps woman's long training in detail throughout the centuries has helped to achieve this outstanding record of safety and precision!

My husband and I were first actively aware of the 99's—the unique association of women pilots whose first President was Amelia Earhart—when we happened to be passing through Honolulu at the time of Amelia Earhart's last lofty flight.

Later in 1940 my husband became the first Australian Minister accredited to Washington. We were permitted to fly our Fairchild 24 from the small naval Boling Field, with its rather tight strip between low hills and the water's edge of the Potomac. At that time I met, with reverence, some of the early members of the 99's.

Women pilots, constantly increasing in number, now come from many countries, of different conditions and needs, to be welcomed by the Ninety-Nines in America as friends and catalysts in a world badly in need of both.

Flying is primarily transport and communication; but it also leads us into the world of the air with its unique delights, challenges, and liberations.

Throughout the last fifty years or so aviation became the card of entry into many distant and largely unknown countries — Australia amongst them. Now it has an added and less extended task in urban areas of the crowded world.

In a short time human beings will find it almost impossible — frustrating, un-functional, dangerous — to travel in cars on roads. More transport will have to be airborne, and the light aircraft, will be developed for short slow flights off small pieces of ground. Many countries are working on inexpensive, near-vertical take-off, light aircraft.

In Australia, a continent as big as America, women as elsewhere are becoming more readily accepted in aviation, as instructors, as charter pilots, as traffic controllers. One of our most experienced women is the personal pilot for the Premier of one of our large States.

Australian women pilots are particularly grateful for the kindness and help that the Ninety-Nines of the U.S.A. have always given us. They have welcomed us to their country, have looked after us personally, have taught us much. We have been refreshed by their visits to us here. We only wish that they were able to come and see us more often. **Maie Casey**

Editorial Note: The Right Honorable Lord Casey, former Governor General of Australia, and his lovely wife, Lady Casey, are fourth generation Australians whose distinguished careers have taken them on diplomatic assignments to many parts of the world. Their present beloved Cessna 180 (VH-RGC), which can hop in and out of paddocks, is to Ninety-Nine member Maie Casey a delight to fly out of Casey Airfield in Berwick. Artist, writer and pilot, she is Patron of the Australian Women Pilots Association. We salute our 99 and her 49 1/2er from Down Under.



The Caseys and their Cessna 180



Lord and Lady Casey 1939

THE LANDSCAPES OF THE AIR

*The landscapes of the air!
Summer and Winter, monsoon and icy
waste
Climates and visions take each other's
place
In the passing of a night or day*

*Hot earth thousands of feet beneath
Blood-red and amethyst, seamed with
barren streams
Dead gold and indigo; emerald where the
settler dreams*

*The landscapes of the clouds,
Black and foreboding as funereal shrouds
Piled like white castles over hidden islands
Sweeping the heavens in imperious play
Or spread in coloured layers where a foot
might stray*

*Skies blue, and blue of night
Fired by the sun
Dim-lit by large few stars and trails of light
And at length
Illumined by the full radiance of the moon
Which reaches everywhere and permits us
to discern*

*When have we seen such landscapes painted,
and revived
In their unending chain of change?
Incessantly described
Are the oh-so-well-known movements of
the flesh
Less pondered are the passages of the
mind
Fugitive and rare
As the unfolding landscapes of the air*

maie casey



AWTAR, Inc. Board of Directors

Kay A. Brick, Executive Director / Chairman

Kay A. Brick, Executive Director/Chairman for the 12th year, has served 23 years on the Board. She has raced in 5 TARs; flown 5750 hours; was WASP Squadron Cmdr. in WWII and holds com'l license, SMEL. In 1966 received FAA Cert. of Commendation for "exceptional leadership of the Race and her many contributions to the development of American Civil Aviation." In 1967 was honored with Humanity Award from Sargent College Alumni Assoc. of Boston Univ. She holds an M.A. degree from NYU (and has done graduate work at Columbia Univ.) Kay, a 99 for 32 years, is a past Int'l President; is a member of AWA, Sec'y of NPA and P-47 Thunderbolt Pilots Assoc., past member of FAA's Women's Advisory Committee on Aviation, currently FAA Safety Counselor and listed in "Who's Who of the East, and is a member of The Wings Club.

The Board members, who must be 99's, work year-round making preparations for this annual classic. Throughout the year their duties include: arranging for Start and Terminus airport communities which have adequate resources and personnel to handle the necessarily complicated activities; charting the route, which involves selecting airport communities with adequate facilities for handling planes, contestants and spectators, spaced at distances to accommodate the various types of race aircraft; conducting Route Surveys to arrange for accommodations, transportation and airplane servicing at these designated stops; selecting personnel to handle the timing of the arriving and departing aircraft and coordinating their duties with computer programming at the Terminus for tabulation of scores; handicapping aircraft; arranging for the inspection of all aircraft at Start and Terminus; revising and updating the race rules; preparing 125 guide forms outlining

official responsibilities; choosing appropriate trophies; promoting and publicizing the race, its sponsors, the contestants, and appointed committees, arranging for navigational charts and services; compiling and printing of this official race program; and coordinating with NAA, FAI, FAA, Flight Safety, National Weather Service, Inspectors, Ninety-Nines Chapters, Coast and Geodetic Survey, U.S. Naval Observatory, Chambers of Commerce, Flight Service Stations, State Aviation Officials, Air Traffic and Tower Controllers, Air Explorers, Wing Scouts, Civil Air Patrol, Ham Operators, State Governors, and hundreds of other groups and individuals which complete the operation. These tasks necessitate a permanent headquarters office which is located at Teterboro Airport, Teterboro, N.J. Most important and necessary is the task of raising funds to provide awards money and year-round expenditures for creating the annual POWDER PUFF DERBY.

Good Luck To Our Team

Mutz Trense & Brigitte Hoeck



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MEMBERS of the BOARD



Barbara Evans, Vice Chairman-Treasurer, is serving her 12th year on the Board. She has flown 4 TARs and has been Terminus Chairman. A 99 since 1950 she has served 2 years each as Section Governor, Int'l Treasurer, Int'l Secretary, and member-at-large on the Int'l Executive Board of the 99's. She attended Northwest Christian College in Oregon. Barbara has edited the official race program for 11 years. She is secretary/treasurer/bookkeeper for her husband's firm.

Marian Banks is back on the board as Vice-Chairman West and Asst. Route Director. She served on the board from 1959 to 1968 and was 1969 Start Chairman. She holds a com'l license, SMEL, Instrument and CFI. She has flown 17 PPD's, placed 2nd in 1971 and won in 1972. Marian has served as Chairman of San Diego Chapter 99's, and Vice-Governor of the Section. She is a director of NPA and San Diego Aero-Space Museum, and is on the FAA Women's Advisory Committee on Aviation.



Marion Andrews is serving her 9th year on the Board. A 99 for 19 years, she has served as Section Governor, chairmanned Terminuses and flown 3 TARs. A noted artist, she has designed the official race program covers for 17 years, the First Day Cover for the AE Commemorative Stamp, the TAR 20th & 25th Anniversary cachets, and paintings of the Blue Angels for the Navy. She rec'd her B.S. in Ed. from Mass. College of Art, and is listed in Who's Who of American Women and of the East.



Peg Davidson, Secretary, serving her 6th year on the Board, has a com'l license with instrument rating. A Registered Nurse, she holds a B.S. degree from the U. of Conn. She was the 1st Chairman of the Conn. Chapter 99's, was Section Governor and chairman of the 1970 Int'l Convention. She has flown the TAR, the IAR and 6 AWNEARs, winning in '66 & '67 in her Cessna 205. She was chairman of the '72 AWNEAR and Pres. of Conn. Aircraft Pilots Assoc.



Betty Wharton is back on the Board, in charge of Aircraft Inspection. She served on the board from 1966-69. Betty has flown 3 TARs, has 600 hours with a Private/Instrument and owns a Cessna 210. She is current Chapter Chairman of San Diego 99's, and has chairmanned the P.A.R. She is secretary/bookkeeper for her husband's insurance firm. (He was a WW II P-47 fighter pilot).



Barbara Riggs is serving her 4th year on the Board and is the Board Liaison for the Terminus in Elmira. She has flown 5 TARs and placed third in one of them. She holds a com'l license, MEL, SELS, instrument and helicopter ratings. Barbara has served the 99's as Section Governor and as Int'l Vice-President and Treasurer. Her husband, John, is also a pilot.



Phyllis Pierce, West Coast Representative is serving her second year on the TAR Board. She has flown 2 TARs and holds a com'l license, SMEL & helicopter — and has made one parachute jump. A 99 since 1965 she has served as Chapter Chairman and on section committees. She has chairmanned the Cal. Council of Aviation Annual Cruise & Proficiency Race. She is secretary/treasurer for her husband, also a pilot.



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the meeting place

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OUR POWDER PUFF DERBY WOMAN OF THE YEAR and THE WOMEN'S WORLD AEROBATIC CHAMPION

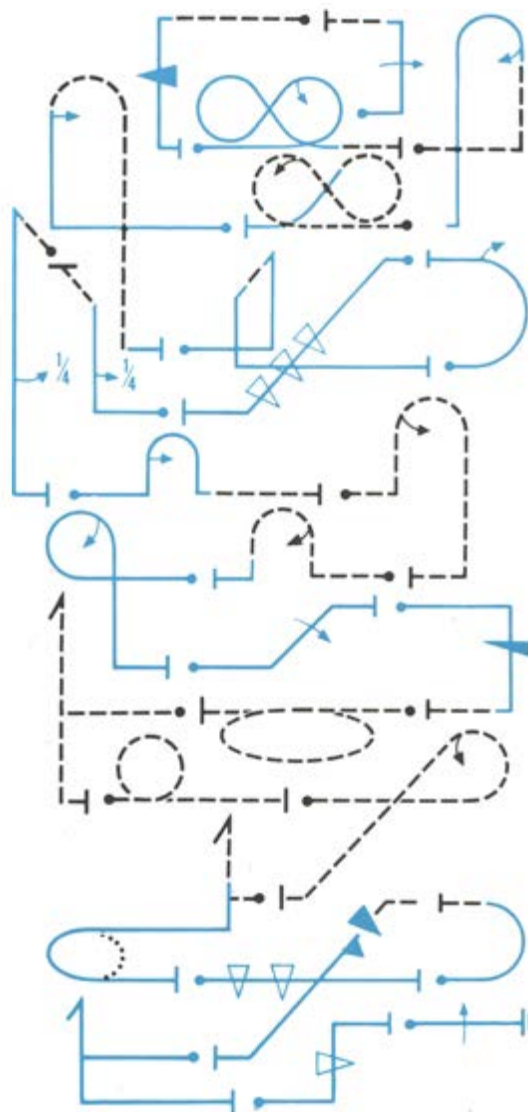
MARY GAFFANEY

Take a look at the world up-side down and you will be another Mary Gaffaney. Our "Woman of the Year" spends most of her flying time in an inverted position. This strange way of looking at the earth brought further fame to Mary and to the United States when she became the 1972 Women's World Aerobatic Champion during the competition in Salon de Provence, France. This was the culmination of her years of flying.

Her interest in flying began in high school and she engaged in many fields of aviation — Closed Course Racing, Sky Writing, Cross Country Racing, Frost Flying, Flight Instruction and, of course, Aerobatics — her love. She was the 1967 National Women's Aerobatic Champion in Reno, Nevada and has maintained this title for five consecutive years. Her records with World Aerobatic Competitions go back to 1968 when she competed in East Germany and was the first woman to represent the United States. In the summer of 1970 she again competed as a member of the U.S. team and won a gold medal for Class I to set a record as the only United States pilot to win a first place in an individual class. She also won three bronze medals in that competition.

Mary resides in Miami, Florida and with her husband, Charles, owns and operates Kendall Flying School at the new Tamiami Airport. She holds an ATR Airplane, single and multi-engine land and an ATR Helicopter, a Seaplane and Glider ratings and to top it off, is an FAA Flight Examiner.

Mary exemplifies the love of flying we share with her. Her dedication and self-discipline have brought honor to herself, to women and to her country. She has endeared herself to those in the aviation world as well as to those whose eyes look upward.



The diagram taped to Mary's instrument panel, an aerial road map of her champion aerobatics. If you can un-scramble this diagram you will have followed Mary flying the compulsory maneuvers.

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Plot a course to the Ponce de Leon Lodge and Golf Club. Just 5 minutes from St. Augustine Airport. Radio your arrival time and courtesy car will meet you.

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Golf Package: \$19.50 daily per person, double occupancy. Includes all greens fees, full-course breakfast and dinner. (Minimum 2-day stay.)

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Beryl Aviation Specialties has been located on Van Nuys Airport since 1967, specializing in Bonanza/Baron category aircraft. From our wide exposure to these aircraft, we have enjoyed the unique opportunity to learn the needs of owners first-hand. As an outgrowth of this, our goal is to develop reasonably priced kits to modify and update the older models while maintaining the highest quality and most easily installed kits available. Kits may be ordered direct by telephone or mail. Except where indicated, they will be sent freight collect. Please specify model when ordering. California residents please add sales tax.



Flight Extender Tip Tanks



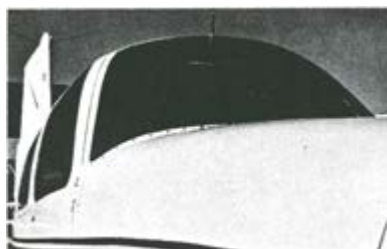
New Canted fiberglass tip tanks, 15 gallons each. Longer, slimmer, with absolutely flush construction, incorporating recessed navigation lights. Completely interlapped one piece unit construction with a bonded area. 5 times stronger than our aluminum tanks, yet at no sacrifice of installed weight. New fuel system eliminating pumps, solenoid valves, and electric switches. Smaller, lighter instrument panel, edge-lighted, 200 lbs. gross load increase most models. World's most beautiful tanks.



Filtrator

The Filtrator air/oil separator is guaranteed to eliminate 100% of the oil out of the crankcase breather and vacuum pump discharge. It effectively separates the vapors from the air, returning vapors to the engine and discharging only clean air. The kit comes complete with hoses, fittings, brackets, and instructions for installation. Approx. 2 hours installation.

Kit price \$99.50
Shipping 2.50



Single-Piece Windshield

Windshield is approved for all Bonanza, Debonair, Travelair and Baron aircraft up to the 1969 models. Windshield is of 1/4", optically clear, tinted plexiglass. Kit is complete with caulking, screws, nuts and a compass bracket that mounts on top of the glare shield. Each windshield is prefit, and optically checked to Beryl Aviation Specialties Specifications prior to shipping. Approx. 12 hours installation.

Kit \$179.50



Uplock Roller Bolt

Fully approved uplock roller bolts complete with zerk fittings, tygon tubing nut, and cotter key complete, for compliance with AD72-22-1. Rollers also available.

Bolt price \$6.80
Roller 3.90
Shipping 1.00



Side Window

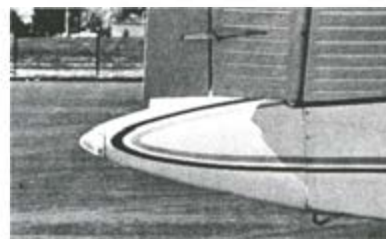
Late "V" model side window with inside opening vent window. Made of 1/4" plexiglass in tinted or clear, it will fit all models of Bonanza, Debonair, Travelair, Baron and Twin Bonanza. This window is available for pilot side and door window. Now can ship.

Kit \$149.50



Third Window And Enlarged Baggage Compartment

New enlarged "V" style third window with 28 1/2" extended baggage compartment provides approx. 12 cubic feet more space. Kit has many options such as overhead air system, etc. Some models available only at our Van Nuys facility by scheduled appointment at the present time. Others may be shipped and installed at your FBO.



Tail Cone

Late long "V" style fiberglass tail cone will accommodate an ADF antenna. Mounting holes are predrilled and nut plates installed for easy installation on plane. Plastic cover light lens also included. Cone is large enough for tail strobe mounting. Fits Bonanzas only. Kit comes complete. Approx. 1 hour installation.

Kit \$85.00
Shipping \$4.00



A MESSAGE FROM THE PRESIDENT OF THE NINETY-NINES...

Is it the "romance of flying" that has provided the pilots the desire to participate in this unique event? For some, the answer is YES! Whatever the reason, no single aviation competition attracts the attention of pilots and non-flyers as well as does the All Woman Transcontinental Air Race.

Year after year the excitement of the race — over 100 airplanes flown by women from coast to coast — captures the imagination of everyone including the housewife, the mother and the grandmother, and inspires the young in a very special way. Just as the little leaguer on the sandlot team looks up to his

hero in the big league, the novice or would-be pilot watches the race in awe of its participants.

First-time racers are even in awe of this event. For example, one contestant who found herself in the number two position for take-off was confident that she could follow number one out of the start area, which was strange to her. Suddenly number one was stretched. In the starting position TAR 2 felt the pressure of leading the race with a field of veteran pilots behind her. Although many faster aircraft would soon overtake her lead, it didn't hamper her competitive spirit, for the handicap gave her an equal chance to win. Her respectable place in the scoring will serve to encourage her and many more newcomers to try again — to WIN!

Ever since the first time the Press affectionately called the AWTAR the "Powder Puff Derby," general aviation has taken note of the valuable contribution these women have made to the progress of aviation. Our thanks to the members of the AWTAR Board and the volunteer Ninety-Nines at the stops who devote their untiring efforts each year to make this the most successful and exciting of women's aviation events in the world.

As President of the Ninety-Nines, I wish to encourage participation of its members from all over the world in this event to enhance international friendship and understanding.

As you pull into take-off position, wait for the flag to drop, and advance the throttle, you will begin a flight across this great land of ours. Count your blessings to be living in the only country in the world where such an aviation event as this takes place.

So to you, the racers, I wish you a great flight. If you start and reach the terminus — you're a winner!

Sincerely,

Elizabeth "Susie" Sewell
President

THE 99's SECOND FLYAWAY

July 24, 1973 - Atchison, Kansas

The Second Flyaway will launch the 99s' involvement in America's 200th Birthday, tying in our past, present and future in a continuing, challenging goal to preserve our flying heritage, through the International Air and Space Museum, participate in the present, by cleaning up and beautifying our Country and to project into

America's third century through the International Forest of Friendship, a constant, beautiful reminder that, with care, love and understanding, all things can grow together.

As ten years ago, the Charter members will spark the Second Flyaway by taking off from Amelia Earhart's birthplace, Atchison,

Kansas, on her birthday, July 24, with the 99s' Special First Day covers and the tree seedlings from the heartland of America, to follow the route of the First Flyaway. When the girls from Atchison touchdown at key airports they will be met by other 99's, many of whom flew the route in 1963, who will fly the covers and seedlings to all the State Capital airports, where special ceremonies will be held July 24 and 25, depending on the distance and flying conditions from Atchison. While waiting for the 99's to arrive for the First Day Cover and tree planting ceremonies there will be clean-up and beautification demonstrations, flying exhibits and end up with America's national folk dance — the Square. Don't miss the fun, contact your State Capital 99's and join in their plans. Many of Our International 99's will be with us in Atchison. And a shining example of the efficiency progress of the 99's will be demonstrated when two plans piloted by 99's will lift off from the Amelia Earhart airport, one to fly the Atlantic, the other the Pacific, to personally deliver the 99's covers and seedlings across the oceans. A flying start to celebrate America's 200th Birthday. In the Spirit of '76 — Let it Begin with Me.

Fay Gillis Wells
Chairman, the 99's Second
Flyaway

Add digital readout to the Bendix T-12C and what do you get?

The T-12D.

If you want the dependable T-12C ADF with digital readout, you've got it. The T-12D. It boasts the same solid state, trouble-free circuitry. Same great performance. Plus the retrofit trick of the year: It's directly interchangeable with the T-12C.

The T-12D. Think of it as a T-12C with digital tuning because

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- Lock-on frequency selection
- Large, internally lighted numbers
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- Static hushing noise suppressor
- BFO circuitry at no extra cost
- Built-in self-test
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Helen Shropshire, Chairman
1972, 1973 & 1974 Drives

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1973 Powder Puff Derby

Chapters giving \$10 or more per member:

San Diego

Chapters giving \$5 or more per member:

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*Colorado	Los Angeles	Palomar
Eastern Washington	Minnesota	Reno Area
El Cajon Valley	Monterey Bay	San Joaquin Valley

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Central Pennsylvania	Kentucky Blue Grass	Spanish Peaks
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Connecticut	Long Island	Topeka
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Dallas Redbird	Memphis	Tri State
Eastern New England	Michigan	Tucson
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*Chapter and individual contributions



These 99 Chapters
are graciously hosting
the 1973
POWDER PUFF DERBY

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Palomar

TERMINUS

Western New York

EN ROUTE STOPS

Phoenix

Albuquerque

Kansas

Topeka - Must Stop

Iowa - Must Stop

Central Illinois

Michigan - Must Stop

Western New York



Instrument indicates Dollars in
Thousands contributed for the
1974 Powder Puff Derby to date.
Contributions for 1974 accepted
until Aug. 31, 1973. Your con-
tribution will help us fly higher.
Send to:

Helen Shropshire
Box 534
Pacific Grove, Ca. 93950

OFFICIAL NAA APPROVED TOWER TIMERS

Timers are responsible to NAA for the accurate recording of times off and over the fly-by lines at all race airports. SIMPLEX TIME STAMPS will again be used at all race stops. This is the 21st year that SIMPLEX has donated the use of their time stamp machines.

PRESCOTT



Melba Beard, Chief
Com'l license, 3000 hrs.;
Charter Member 99's;
OX5 Woman of the Year
1963; Aviation Hall of
Fame 1971; Phoenix
Chapter 99's.



Ruth Reinhold
Com'l License, 13,000
hrs.; SMEL, Instrument,
Flt. Instr.; Member Ariz.
Dept. of Aeronautics;
Phoenix Chapter 99's.

ALBUQUERQUE



Peg Noltensmeyer, Chief
Pvt. SMEL, 380 hrs; Timer
1970 PPD; Mgr. Flt.
School with husband;
Albuquerque 99's.



Margaret Perez
Pvt. License, 380 hrs.; Ac-
tive in Airmarking;
Albuquerque 99's.

LIBERAL



Mary Aikens, Chief
ATR, Instrument, SMEL,
Glider, 2600 hrs., Won
Aerobatic Awards in Pitts.
Kansas Chapter 99's.



Hazel Guy
Pvt. License, 300 hrs.;
PPD Timer 1953, 1970
Treas. Guy Flying Serv.;
Kansas Chapter 99's.



Hazel Jones, Chief
Com'l, Instrument, 2100
hrs.; Com'l Helicopter,
Training Off. for FFS, 99
News Editor 3 yrs.; Dallas
Chapter 99's.



Paulie Perry
Com'l, Instrument, 600
hrs.; Com'l Glider; PPD
Timer 1969, 1971, 1972;
Nebraska Chapter 99's.



Dorothy Adcock
Pvt. License, 125 hrs.;
Worked on PPD '62, '66,
'69, '72; Glider Rtg., Owns
1946 Champ; Nebraska
Chapter 99's.

WATERLOO



Fay Glenn, Chief
Com'l, Instrument, 625
hrs.; Timer 1969, 1971
PPD's, Greater Kansas
City 99's.



Theda Benningfield
Com'l License, 1000 hrs.;
Flt. Instrm., Flt. Instr.;
Greater Kansas City 99's.

CHAMPAIGN



Barbara Jenison, Chief
SMEL, Instrument, 1900
hrs.; Mbr. WACOA,
Worked on '62, '63, '72
PPDs, Lt/Col. CAP; Cen-
tral Ill. Chapter 99's.



Libby Ann Dunseth
Com'l, Instrument, 1200
hrs.; Flew 99 So. Africa
Safari; Flown Illi-Nines
Race; Central Ill. Chapter
99's.

FLINT



Nancy Hecksel, Chief
Pvt. License, 235 hrs.;
Flown 4 SMALL races;
Owns Mooney Mark 21;
Michigan Chapter 99's.



Leah Higgins
Com'l License, 850 hrs.;
PPD Timer 6 yrs.; Flown
TAR 6 yrs.; Michigan
Chapter 99's.



Lucille Quamby
Pvt. License, 500 hrs.;
Chief Timer PPD &
SMALL races; Michigan
Chapter 99's.

NIAGARA FALLS



Adelaide Tinker, Chief
Com'l license, 500 hrs.;
PPD Timer '67, '69, '70,
'72; Washington D.C.
99's.



Gloria Durham
Pvt. License, 130 hrs.;
PPD Timer 1969, Publicity
PPD Terminus 1960;
Washington D.C. 99's.

TOWER TIMERS (Cont.)

ELMIRA



Millie Limbaugh, Chief
Pvt. license, 200 hrs.; Ch. Stop Timer 5 yrs.; Ch. Term. Tower Timer '71, '72; Cape Girardeau Area 99's.



Evelyn Braese
Com'l, SMEL, IRA, FIA, 2800 hrs.; PPD Timer 1967-1972; Cape Girardeau Area 99's.



Ronnie Johnson
Pvt. license, 250 hrs.; PPD timer '66, '70, '72; Ch. Operations '67 & '68; Central Pa. Chapter 99's.

OFFICIAL INSPECTORS OF AIRCRAFT

START



Joanne Nissen
Com'l, IRA, SMEL; Flown 2 TARs, Chr. 1970 Start, Inspector 1972; Monterey Bay 99's.



Lynn Coulthard
Pvt., Instrument, 500 hrs.; Flown 2 TARs; Worked on many TAR Starts; El Cajon Valley 99's.

Start Inspectors
Not Pictured:
Betty Kitchen
Elizabeth Shattuck
Margaret Walton
Elsie Watson

TERMINUS



Helen Mennitto
Com'l, SMEL, Glider Instr.; Served 3 yrs on TAR Board in charge of Inspection; Fla. Goldcoast 99's.



Joan Bertles, Chief
Com'l, IRA, Flt. Instr. 1700 hrs.; TAR Inspector 6 yrs. Owns '47 Stinson; Eastern Pa. 99's.



Kate Macario
Pvt. 1025 hrs.; Served as TAR publicity, accommodations, impound, operation & inspection; Eastern Pa. 99's.

Planes must arrive at Palomar Airport and be impounded by 5 p.m., July 9th. Here they undergo a thorough safety inspection by FAA licensed Aircraft Inspectors, assisted by PPD Official Inspectors, and to insure that they are stock models and comply with POWDER PUFF DERBY regulations. All planes are again impounded immediately upon landing after being timed over the finish line. Each aircraft is again inspected for infrigements and safety. Inspection teams are composed of AWTAR Official Inspectors, FAA licensed AP's and AI's, and for the third year, engineers from the faculty of EMBRY-RIDDLE AERONAUTICAL UNIVERSITY, technical aircraft inspection experts.

PUBLICITY FOR CONTESTANTS AND OFFICIALS



Hazel Jones

Releases to local papers on PPD Contestants and Officials have been sent out this year by this former 99 News Editor.

Hazel has flown nine TARs and holds a Com'l., Instrument and Helicopter ratings. She has been an Air Traffic Control Specialist for the FSS in Dallas since 1952. She won an AE Scholarship in 1968 and an AOPA Award for her contribution to general aviation in 1970. In 1972 Secretary of the Dept. of Transportation John A. Volpe presented the Award for Meritorious Achievement to Hazel McKendrick Jones, Evaluation and Proficiency Development Specialist.



THE YOUNGEST 1972 RACERS

Stephanie Beuchat and Kathleen Fitzpatrick with Kay Brick, AWTAR Executive Director.

Somewhere on this page is one of the best business decisions you'll ever make.

Because each of these business aircraft is built by Rockwell International. In the past 38 years we've produced thousands of dependable, economical, high-performance aircraft and spacecraft. Everything from military fighters and business jets to

Apollo, the ship that took man to the moon.

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Rockwell International



Rockwell Commander 111A*.
First all-new, single-engine,
fixed-gear plane in a decade.



Rockwell Turbo Commander 690*.
Best all-around prop-jet at any price.



Rockwell Commander 112*.
First all-new, single-engine
retractable in a decade.

The Sabre Series of business jets (shown below). There's one with the perfect combination of payload, performance and price for your company.



Rockwell Sabre 40A*.



Rockwell Thrush Commander*.
Toughest of the world's agricultural
planes.



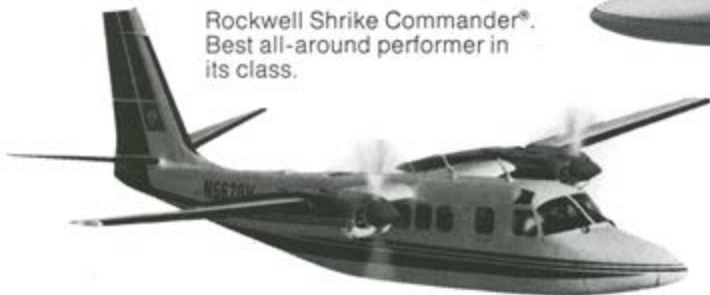
Rockwell Sabre 60*.



Rockwell Shrike Commander*.
Best all-around performer in
its class.



Rockwell Sabre 75A*.



Rockwell Commander 685*.
Best pressurized, turboprop
twin in its class.

OFFICIAL NAA START AND TERMINUS TIMER/JUDGES



Gertrude Lockwood, Chief
Pvt., Instrument, 1800 hrs.;
Flown 3 TARs, Start Chr.
1958; AWTAR Board 1960-61;
Palomar Chapter 99's.



Betty H. Gillies
Com'l, SMELS, IRA, 6000
hrs.; 99 Pres. 1939-41, WASP;
AWTAR Chr. 1952-61; San
Diego Chapter 99's.



Ruth Ebey
Private License, 150 hrs.; Ser-
ved on TAR Start Comm.;
Timer for PAR; San Diego
Chapter 99's.



Marion Betzler, Chief
Air Transport Pilot, 9000 hrs.;
Ch. Flt Instr. at E.C. Aviation;
Flown 9 TARs; All-Ohio
Chapter 99's.



Mary E. Clark
Com'l license, 1000 hrs.; On
99 Exec. Bd., Flown 8 TARs,
Winning co-pilot 1966; Michi-
gan Chapter 99's.

OFFICIAL NAA SCORERS



Janice Kuechenmeister
Pvt. License, 655 hrs.; Glider
rating; Flown TAR, Timed
many races; All-Ohio Chapter
99's.



Joan L. Hrubec, Chief
Pvt. license, 1663 hrs.; TAR
Timer '61, '62, '63, '67; Ch.
Timer '69, '70. Flew 3 TARs;
All-Ohio Chapter 99's.



Edythe S. Maxim
Com'l. Instrument, 1025 hrs.;
Flown 2 TARs, plus other
races; TAR Timer 1967; All-
Ohio Chapter 99's.

OSCE ROBERTS

Husband of Greater New York Chapter Ninety-Nine, Naomi Meeker Roberts, Osce is a graduate of Georgia Tech and has worked for Union Carbide for 19 years, presently as a Data Processing Manager. Previously he designed, built, and participated in the diving tests of the diving bell built for Ocean Systems, a subsidiary of Union Carbide. He worked with Ed Link, of Link Aviation Trainers, on a project to set undersea diving records. As ham operator, WB2CSP, he volunteered his services for the AWTAR, until his work as a "computernik" was discovered and he agreed to do the computer program for the POWDER PUFF DERBY. He has programmed the race computations this year for the IBM System/360 Model 67 so that we may use the same program year after year by just substituting the current data. Our very grateful thanks to Osce for his many hours of labor for the race. He'll be at the Terminus in Elmira to see that all the information is fed to the computer properly.



NCSS PRIMARY NETWORK



Users in locations not shown can access the NCSS network through the standard telephone network.



Computer Center, Stamford, Conn.

NATIONAL CSS, INC. is furnishing the computer time necessary for all the scoring of the 1973 AWTAR. NCSS offers a complete spectrum of on-line data services through its international computer network. These services provide the most efficient tools for solving industrial, commercial, scientific, or engineering problems in an inter-active data-processing environment. Among other "firsts," NCSS has achieved in developing its time-sharing services is: First to make the IBM System/360 Model 67 available in a successful, commercial time-sharing system. Their computer network now consists of five IBM System/360 Model 67 processors capable of performing large-scale general-purpose computing and specifically designed for simultaneous scientific and business data processing. A big THANKS to NCSS from AWTAR and all the contestants.

WELCOME



When the South paw of the great "California Bear" welcomes, you enter a unique land of natural beauty and man-made progress that reflects decades of hard toil, planning and civic ambition.

It is a part of America blessed with magnificent climate and Nature's graceful abundance. It is also a wonderland of constant growth, people of all nationalities and creeds, and an exciting colorful myriad of activities.

From the heartland of mountains and valleys flows a wealth of minerals and precious gems. Coyotes, horses and cattle roam the fertile ranchlands. Avocados compete with citrus, strawberries and vegetables for the nation's markets.

Talent abounds in a world of native and locally acquired arts. The social life of golfers, gourmets and race-track aficionados contrasts with the action of the riding, surfing and yachting enthusiasts. There are all manner of communities living in gracious retirement, and zoological paradises for the wonders of our animal world to survive in.

From all of this emerges A WEALTH OF DEDICATED LIVING!

Finally there is that epitome of freedom . . . FLYING, free and high, in the sun-kissed blue of the heavens above, with Palomar Airport and the shimmering Pacific Coast far below.

We, who welcome you to our beautiful homeland pay homage to the place names we hope you may visit with us . . . Carlsbad, Cardiff-by-the-Sea, Del Mar, Encinitas, Escondido, Fallbrook, La Costa, Leucadia, Oceanside, Palomar, Pala, Pauma Valley, Rainbow, Ramona, Rancho Santa Fe, San Luis Rey, San Marcos, Valley Center, Vista and all the little hidden havens in between.



Second row - Esther Whitt, Lillian Hartman, Mary M. Moons, Gertrude Lockwood, Terry Mackey.
Front row - Mary Santosuosso, Agnes Langevin, Ruth Kneifel, Betty Kitchin, Janice Free.

Rear row, left to right - Harriet Booth, Pixie Truss, Ruth Dilg, Ethel Robinson.
Third row - Pam Vander Linden, Peg Goings, Barbara Whipps, Rosemary Longmire, Mary Pearson, Evelyn Ashton.



START PROGRAM-1973

Sponsored by **PALOMAR CHAPTER 99's**



Sat. July 7 RANCHO SANTA FE DAY
Mexican Fiesta, Harriett Booth's, 6:30 p.m.

Sun. July 8 OCEANSIDE DAY
Mission San Luis Rey, Oceanside Harbor, booze cruise and supper
Buses leave at 3:30 p.m.

Mon. July 9 ESCONDIDO DAY
San Diego Wild Animal Park and picnic. Buses leave at 3:30 p.m.

Tues. July 10 FALLBROOK DAY
Rotary Club hosts will pick up at hotel or airport from 11:30 a.m. Realtors Bar-B-Que at 6:00 p.m.

Wed. July 11 MANDATORY PILOT BRIEFING 8:30 to 11:30 A.M.

VISTA DAY
Vista Elks Club luncheon, Parade of Sports Fashions 12:30 p.m., Buses leave from 11:30 a.m.

TAKE-OFF BANQUET
Cocktail Hour 6:00 p.m., Banquet 7:00 p.m.
LA COSTA CONVENTION CENTER

Thurs. July 12 GENERAL PILOT BRIEFING
9:00 to 12:00 a.m.

MANDATORY 1st TIME RACERS
BRIEFING 12:00 to 1:00 p.m.

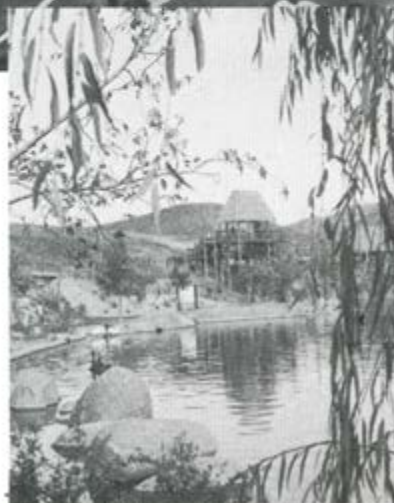
Afternoon and evening free, cars will be available for shopping, etc.

Fri. July 13 TAKE-OFF BREAKFAST FOR RACERS AND OFFICIALS

La Costa 6:00 a.m.
Pancake breakfast for public at Palomar Airport 7:00 to 12:00 a.m. served by Fallbrook Lions Club.

From the Pacific's shimmering shores to Elmira - Soaring Capital of the World

to NORTH SAN DIEGO COUNTY Greetings



1973

1. Fallbrook and Vista - avocado country. Photo courtesy of AHREND.
2. Fabulous La Costa. Southern California's playground. START HEADQUARTERS.
3. The lazy, lovely harbor of Oceanside.
4. San Luis Rey Mission. The spirit of Camino Real!
5. The San Diego Wild Animal Park at San Pasqual. Photo courtesy Dan Rios ... Times Advocate.



Thank You to...

Aeromarine-Chronek, Inc.
Aero Publishers, Inc.
Air California
Anaheim S&L Association
The Apothecary Shop
Bakersfield Chapter 99's
Bank of America NT&SA
Cal Chico Kiwi Co.
Cal West Escrow Co.
Calavo Growers
Carlsbad C. of C.
B.M. Christiansen, Chr.
Business Men & Service Clubs
Col. David M. Dunne, Mayor
The Corner,
McNamee Devel. Corp.
Del Rey Avocado Co.
East Bros. Grove Service
Escondido C. of C.

Escondido Bd. of Realtors
Escondido National Bank
Fallbrook Bd. of Realtors
Fallbrook C. of C.
Fallbrook Lions Club
Fallbrook Real Estate Co.
Fallbrook Rotary Club
Fosters Avocado Co.
Golden West Chapter 99's
Green Goddess Avocado Co.
Warren Harvey Flowers, Encinitas
Home Federal S&L Association
Imperial S&L Association
Index Mutual Association
Riley L. Johnston
Pat Kelly Tours
The Langevin Co., Inc.
Sound Engineers
Bob Lebo

Will Mason Insurance
McLeod Mortuary
Palomar S&L Association
Oceanside Federal S&L Assoc.
Oceanside C. of C.
Richard Moon & Aviation Comm
Howard T. Richardson, Mayor
Paino & Sons Avocado Packers
San Diego Trust & Savings Bank
San Diego Chapter 99's
Schillers Jewelry
Security Pacific National Bank
Don Sharp, Volkswagen
Maure Solt
Jack Sparkman
Southern California First
National Bank
Southwest Bank
R. L. Thibodo Construction

Uchimura Strawberry Farms
United California Bank
Village House of Ceramics
Village Market
Village Printers
Vista Bd. of Realtors
Service Clubs &
Business Men
Vista C. of C.
Wards Jewelers
The Wayside Shop
Jim Wilbanks

And all the generous and enthusiastic people of North County who have made this P.P.D. Start possible.



Buy the ELT you can depend on at a price you can live with.



Narco ELT 10: \$149.00*

By the end of 1973, you've got to have an ELT in your airplane. That's the law. After that, no ELT, no airworthiness certificate.

You've got to have one. So it makes sense to get one you can depend on. At a price you can afford.

The \$149 Narco ELT-10. Backed by 25 years of Narco experience. It meets or exceeds all government requirements of TSO C91, delivering 300 milliwatts of initial power,

enough to blast the emergency signal more than 200 miles.

The dependable Narco ELT-10. It's sold and supported by 700 Narco dealers and features a generous warranty that can be renewed when you replace the original equipment battery pack.

Buy the ELT you can depend on, now and for years to come. From Narco, the world's leading manufacturer of aircraft radios.

Member of GAMA



Dependability when it counts.

*external antenna and panel switch optional



ON COURSE

FROM AVOCADO COUNTRY TO THE SOARING CAPITAL OF THE WORLD

The 27th Annual POWDER PUFF DERBY, largest speed air race in the world, will be timed off by the new control tower at PALOMAR AIRPORT, CARLSBAD, Ca. at 9:00 PDT on July 13th, 1973. Airplanes competing in this classic will seek to complete the 2543 mile course and swoop down across the finish line of International flags at CHEMUNG COUNTY AIRPORT, ELMIRA-CORNING, N.Y. before 1800 EDT, July 16th. The race is open to all qualified women pilots flying stock model, fixed-wing, single or multi-engine aircraft, 145-450 horsepower. Only daylight flying in VFR (contact) weather is permitted. Winners are determined using a published handicap basis for each make and model of aircraft. Therefore, winners cannot be known until all planes have crossed the finish line. Eight en route stops are officially designated for refueling and remaining over-night. All control towers are equipped with SIMPLEX TIME STAMPS and the contestant's time is stopped when she flies by the timing line at each airport and is not started again until she is cleared for her next take-off. Contestants will be vieing for the \$12,575 purse to be divided among the top ten places. Trophies will be given as well as several thousand dollars for 45 specialized categories including best leg scores. For the 21st year, an Amateur Radio Network will cover the entire route. This service supplements the standard communications offered by the Federal Aviation Administration. Vital weather data and forecasting services needed for en route planning will again be provided by the U.S. Weather Bureau. The race is managed by an eight woman Board of Directors, AWTAR, INC. (a non-profit corporation), and is endorsed by the NINETY-NINES, INC., international organization of licensed women pilots.

WITH THE WEATHER BRIEFING OVER THE RACERS ARE READY TO GO

The racers will swarm from the luxurious start headquarters at LA COSTA RESORT, snuggled in the North San Diego foothills, to warm up their planes atop the plateau at PALOMAR AIRPORT. Spectators will watch the dynamic flag-off of each plane and see it reaching for sufficient altitude to cross the 6600 foot Santa Rosa Peaks. The Airport Manager is Lowell C. Hurlbut; the Tower Controller is Eric Larson; FSS is Ruth Dennis; WX is Claire D. Jensen/MIC; FAA is Gerald Pennington. Palomar committee on preceding page.



San Diego County Photo

The racers are ready and MARTIN MILNER, our Honorary Starter, will flag off the No. 1 plane. Mr. Milner, currently starring as the senior officer in Adam-12, received his first big TV break in "Route 66". As he hears the sound of well-tuned engines purring and waiting for him to raise the starting flag (for those are not the sound of police sirens or racing cars on city streets) his eyes will turn from the lanes of his usual paved highways to the air lanes of the skies following the flight of the women fliers. Mr. Milner resides with his wife and four children in Fallbrook, California where he fishes, collects Early American furniture, runs his ranch and raises avocados.



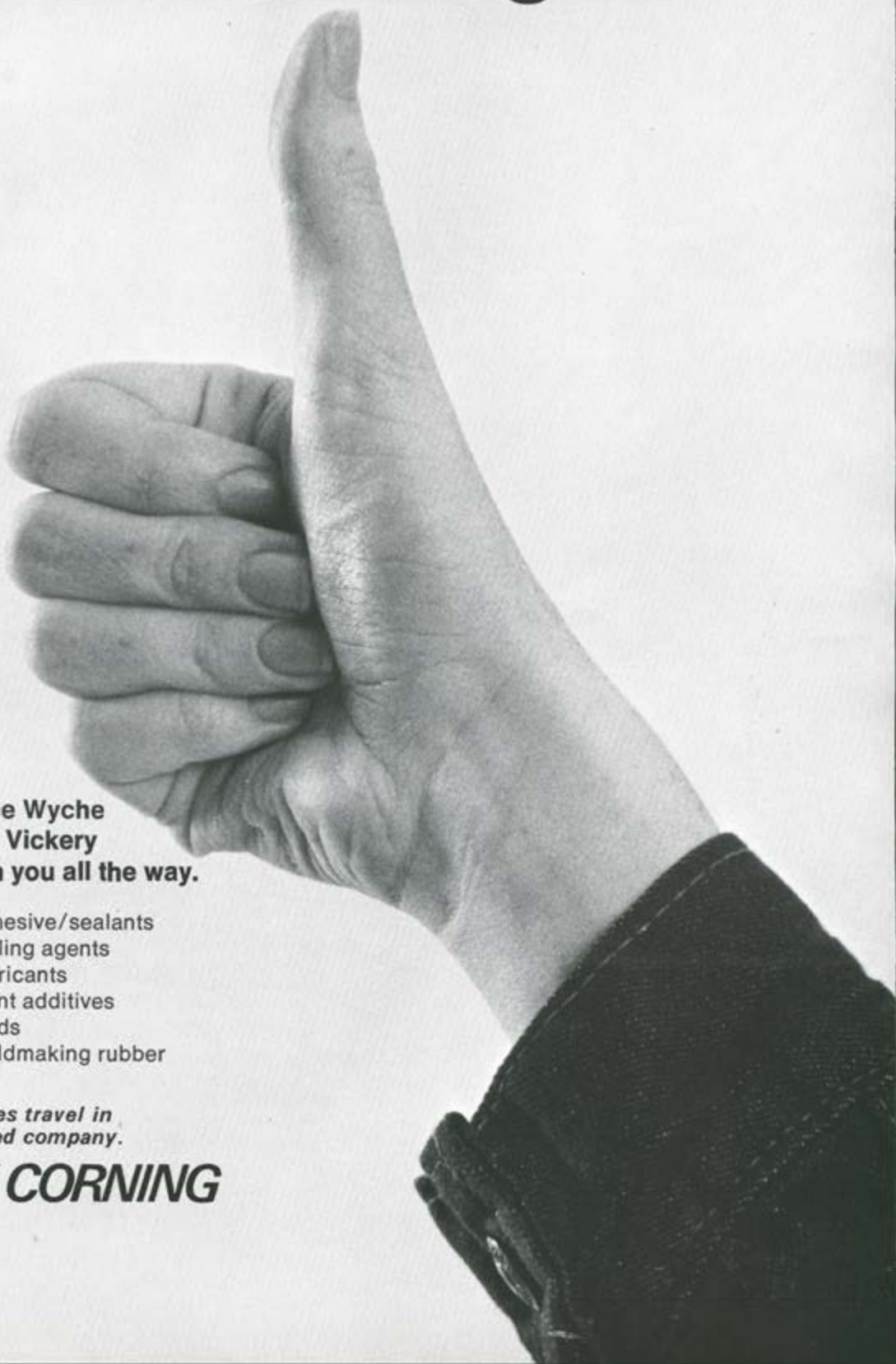
Honorary Starter Martin Milner



Official Starter George Griffith

The No. 2 plane and all following planes will be flagged off by GEORGE GRIF-FITH, Executive Vice President of Griffith Company, contractors, serving his fourth year as the Official Waver of the red and yellow AWTAR flag. It is an intricate and comprehensive assignment to organize a precision event such as this race take-off and consumes a great deal of his time prior to the exciting moment of reved-up engines. His crew shows his mastery of organization as they get the planes off in a safe but stirring manner and every racer is well briefed by him on take-off procedures at the last pilot briefing. Mr. Griffith is an active pilot, a warm friend of the POWDER PUFF DERBY and this year has the added thrill of flagging off TAR No. 6 piloted by his wife, Thon.

Let's go Windecker Eagle I



**Billie Joyce Wyche
Stephanie Vickery
We're with you all the way.**

Silicone adhesive/sealants
Silane coupling agents
Silicone lubricants
Silicone paint additives
Silicone fluids
Silicone moldmaking rubber

*Our silicones travel in
sophisticated company.*

DOW CORNING

DOW CORNING



Committee: Mary Lou Brown, Stop Chairman; Melba Beard, Chief Timer; Sue Harper, Publicity/Phoenix Chapter Chairman; June Cleverly, Assistant Stop Chairman. Not shown: Lois Merritt Ward, Operations.

PRESCOTT

Shortly the racers will see the northern tip of the great Salton Sea. Deserts stretch below, but there's no point in descending, for soon after crossing the mighty Colorado River, the mountains begin expanding. Approaching their first stop at PRESCOTT MUNICIPAL AIRPORT, ARIZONA, the racers will let down to slip through the saddle of Granite Mountain, and if they glance quickly 70 miles north-eastward, they will view Flagstaff's 12,633 foot Humphrey's Peak, still snow clad. Lovely PRESCOTT is nestled picturesquely on the eastern slope of the mountains. The Airport Manager is Rudy Clark; the Tower Chief is Art Corwin; FSS and WX Chief is Raymond E. Shire.

The two legs requiring the highest flight altitude lie ahead, while beneath are widely scattered ranches, stray buildings, dry creeks and mountain washes which are treacherous, thundering menaces when storms erupt. Beyond the Rio Grande River against the backdrop of the massive, matchless Sandia Mountains, lies ALBUQUERQUE, NEW MEXICO'S appropriately named "Sunport", now designated "International Airport", site of the first World Hot Air Balloon Championship, February 1973. The Airport Manager is Clyde G. Sharrer; the Chief Tower Operator is John L. Ehman; FSS Chief is Harold L. Chadwick; FAA is Donald L. Schminkey.

Leaving Albuquerque, racers will zip through the pass assuming a change of course to northeast and attain sufficient altitude to fly over the National Wildlife Refuge at Las Vegas New Mexico. As they cut across the corner of Oklahoma, the terrain mellows and gradually gives way to the spaciousness of KANSAS ahead. First comes LIBERAL MUNICIPAL AIRPORT undergoing a million dollar improvement, home of the Beechcraft Musketeer, and site of the 1973 International Sailplane Soaring Contest. The Airport Manager is W. D. Barnum; the FSS Chief is Clyde Little; FAA Chief is B. L. Abram.

LIBERAL



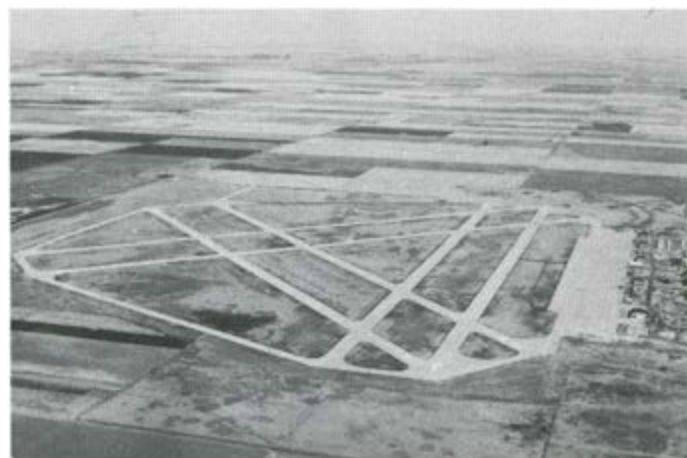
Committee: Front row L to R — Grace Crist, Transportation & Housing; Mary Aikens, Chief Timer; Donna Shirley, Asst. Publicity; Arlene Dando, Asst. Stop Chairman. Back row L to R — Dean Barnum, Liberal City Manager; Ione Shore, Hospitality; Darlene Brollier, Publicity; Marte Wessle, Amateur Radio Operator; Elizabeth McCreight, Asst. Operations; Garnett Hastings Nance, Stop Chairman; Not shown: Carol Bond, Operations Chairman.



ALBUQUERQUE



Committee: Becky Lutz, Stop Chairman; Johnny Hickey, Assistant Chairman; Joy Peak, Timer; Claudia Beckner, Operations. Not shown: Eleanor Sanchez, Publicity.





Fly Home to your Fly~in Home

Florida's Newest Development for Pilots

*Partial view of 4,400-ft. runway with
administration building surrounded by
palm trees.*



Wing South Airpark located in Naples, Florida, offers a whole new way of life for the pilot. When he flies home to Wing South Airpark, his bird nestles under his roof. Here the pilot's good taste is reflected in his lifestyle. Here is the nation's newest and most modern residential, condominium development for pilots. Private villas are single-family ultra-contemporary homes. They are NOT apartments. Everything is maintained, and when you

buy your villa you receive a share in the whole airpark. To provide maintenance we developed on the condominium principle—no land leases. The smallest villa is 3,300 sq. ft. and includes a pool and lanai. The planeports are screened. The 4,400-ft. runway is activated. Unicom 122.8. Fly in to your own fly-in home at Wing South Airpark. Pre-development prices are subject to change, and membership approval is required. So give us a call or visit us soon.

*Pilot's dream lounge
is typical of the
solid luxury and
comfort of all the
personal facilities
at Wing South Airpark.*



Wing South Airpark

813/774-3549

P.O. Box 1408 Naples, Florida 33940



Committee - L to R - Pat Lane, Stop Chairman; Glenna Walters, Operations; Sondra Ridgeway, Trans/Housing; Hazel Neely, Hospitality; Charlotte Kenney, Publicity; Audrey Switzer, Program Sales.

TOPEKA

Then it's off again holding a steady course to the first **MUST STOP** at TOPEKA, KANSAS, on a curve in the Kansas River. Call-in point is the gleaming Capitol building of this Capitol City where a welcome of boundless proportions awaits at PHILIP BILLARD AIRPORT, recipient of FAA's Airport Beautification Award. The Airport Manager is William P. Coates; Chief Tower Operator is Cleo F. Noland; Chief FSS is Joseph E. Strobel; WX is Ed Provost/MIC; FAA Chief is David C. Detamore.

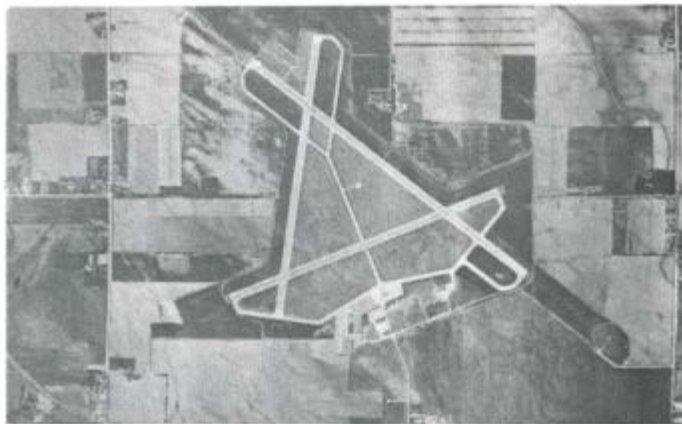
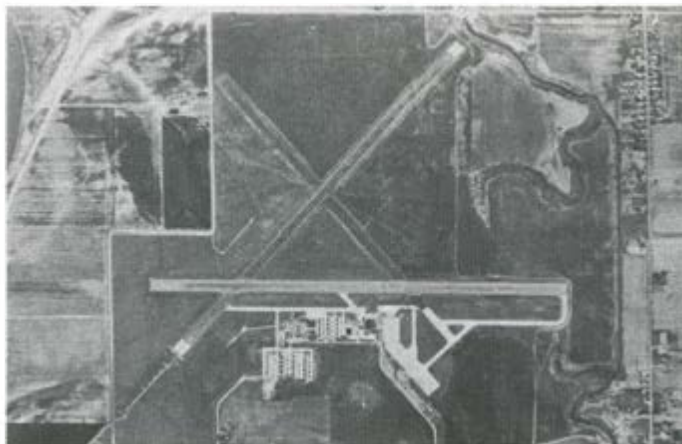
On take-off, contestants now need to select a new heading of 20 degrees and resist the temptation to dip down onto the first airport on course, that of AMELIA EARHART at Atchison, Kansas, which honors the birthplace of that beloved aviation pioneer. After crossing the wide Missouri River north of "St. Joe," and when sandstone bluffs begin to appear, race planes will be approaching IOWA and a second **MUST STOP** at WATERLOO MUNICIPAL AIRPORT, on the Cedar River, which waterway contributed greatly to the creation of this city of industrial prominence and recreational beauty. The Airport Manager is George H. Brown; the Chief Tower Operator is Arthur W. Harris; WX is Don Pray/MIC; FAA Chief is Frank W. Webb.

It's a zig-zag course from now on to the finish. Midwest farms provide section lines which serve as navigational aids in this area of the country. A 120 degree heading, paralleling the Cedar River before crossing the Mississippi River, will lead to CHAMPAIGN, ILLINOIS. Here the UNIVERSITY OF ILLINOIS-WILLARD AIRPORT, named for its founding President, handles aircraft movements every 30 seconds. Founded within the University structure in 1945, it was dedicated to educational, community, commercial and military service. The Airport Manager is Ralph Flexman; the Tower Operator is Dale E. Warner; FSS is Lowell Jackson, FAA Chief is Burdette Thompson.



Committee: Jean West, Stop Chairman; Jayne Schick, Operations; Ann Kaiser, Co-Chairman; Kathleen Wood, Barbara Jenison, Publicity; Clarrisa Holcomb, Timer.

CHAMPAIGN



WATERLOO

Committee: Sonja Miller, RON; Claudette Parker, Repairs; Geraldine Walker, Stop CoChairman; Maurine Kahle, Stop Chairman; Mary Lou Wright, Flight Plan; Rowena Bennett, Operations; Jean Ellingson, Timer. Not shown: Annetta Haack, Chapter Chairman; Carolyn Rowney, Operations Chairman.



*You've Come a Long Way to Get the
BEST
Welcome to Elmira, Girls!!*

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Committee: Sammy McKay, Stop Chairman; Maretta Simpson, Co-Chairman; Betty Finout, Operations; Alice Markee, Co-Chairman; Nancy Hecksel, Chief Timer; Elsie Ferich, Publicity. Not shown: Winnie DePerow, Chapter Chairman.

FLINT

On departure and holding 50 magnetic degrees, contestants will cut across Indiana into continuing verdant land smattered with lakes on their way to the third MUST STOP at BISHOP AIRPORT, FLINT, MICHIGAN. This is the first return of the POWDER PUFF DERBY to this progressive city since the race terminated there in 1956. The Airport Manager is Donald B. Freeborn; the Chief Tower Operator is Raymond A. Kerwin with Asst. Chief, Donald B. Wyatt; FSS Chief is Walter Brown; WX is A. E. Burgtorf; Chief FAA is Edwin B. Schaeffer.

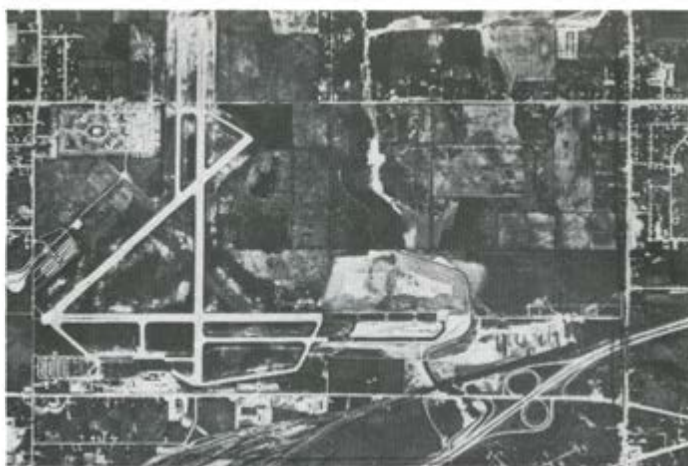
Next it's due East for an exciting leg over the southern tip of Lake Huron overflying CANADA with its expansive reaches of farms; then right over that natural thunderous wonder, the 182 foot American Falls and the 176 foot Horseshoe (Canadian) Falls, greener due to their greater volume. If the sun shines on the Niagara Falls it is not the rainbow's end for the racer since 123 miles remain to be covered after flying across the timing line at NIAGARA FALLS INTERNATIONAL AIRPORT, NEW YORK. The Airport Manager is Robert H. Miller; the Chief Tower Operator is Howard A. Cocklin, FSS is James C. Coleman.

The last jog southward presents green mountains and vineyards in the Finger Lakes Region, famous for its wines. A quick salute to another pioneer airman, Glenn Curtiss, is cast as fliers pass by Hammondsport, site of many aviation firsts. Then comes Corning, N.Y., home of the world-renown Corning Glass Works and Glass Center housing the famed and priceless glass museum. From here only a few short minutes to CHEMUNG COUNTY AIRPORT, the first airport in N.Y. State to hostess a POWDER PUFF DERBY start or terminus. Zooming across the traditional finish line, one will see a flash of brilliant colors, 20' high flags from countries of our international entries as well as our own Stars and Stripes. Now there is only the final approach, touchdown, taxi and park and welcome by official greeters, photographer, press and hundreds of people in holiday spirit from the surrounding Southern Tier area to realize the completion of the 27th Annual POWDER PUFF DERBY. One may observe the sail-plane activity on the ridge south of the airport, site of famous Harris Hill—the Soaring Capital of America. Elmira is home of Samuel Clements, better known under his pen name of Mark Twain, whose study is on display at Elmira College. The Airport Manager is Edward Wronkoski; Chief Tower Controller, James Menges and FSS, Paul Hoskinson.



ELMIRA-CORNING

Committee: Front, L to R: Mary Wallis, Housing; Barbara Riggs, Terminus Chairman; Jean Marshall, Awards Banquet. Back: Fran Morrissey, Operations Co-Chairman; Ellen Taylor, Publicity; Ginny Schweizer, Entertainment; Kay Wolcott, Registration. Not shown: Hazel Bartolet, Operations Chairman.



Seated L to R—Diane Mudd, Hospitality Chairman; Jean Valvo, Operations; Kathy Potozek, Chapter Chairman; Peggy Pieper, Stop Chairman; Aggie Denler, Operations Chairman. Standing L to R: Shirley Havice, Hospitality; Jody Lamerters; Ann Dupras, Publicity Chairman; Gini MacKrell, Operations; Marge Lach, Terri Pirrung, Co-Chairman; Arlene Lo Presti, Timer; Audrey La Marca, Timer.

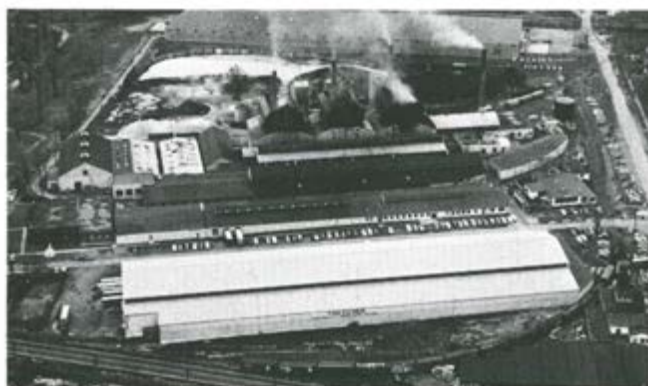
NIAGARA FALLS





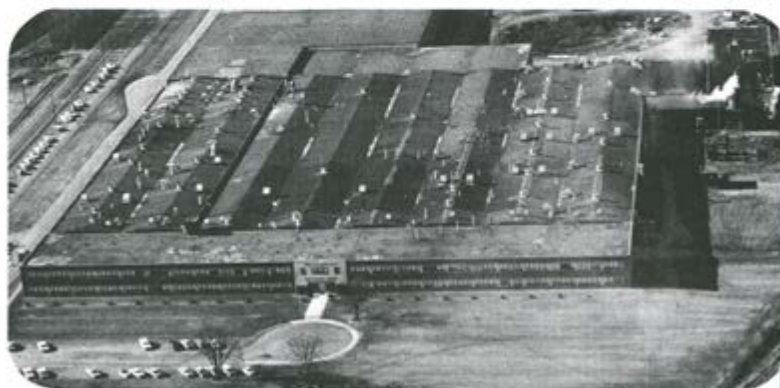
Mark Twain Study —
Elmira College

American
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Welcome to

Awaiting you is a panorama of exciting, interesting things to see and do. Samuel Clemens, better known as Mark Twain, made his home in Elmira and the Mark Twain Study is a landmark on the lovely Elmira College campus in the heart of the city. Harris Hill, overlooking the Chemung County Airport, is the home of the National Soaring Museum and of the Harris Hill Soaring Society.

In Corning, you'll enjoy visiting the Corning Glass Center which houses the Corning Museum of Glass, the Hall of Science and Industry, and the Steuben Glass Factory in which skilled artisans can be observed as they hand-fashion treasured Steuben Glass pieces. The Center is also the home of the Corning Summer Theater. The Rockwell Gallery offers the largest collection of Western art east of the Mississippi.

The nearby villages of Horseheads and Painted Post, by their very names, attest to the area's rich Indian and early colonization lore. Indeed, the immediate Elmira-Corning area is loaded with historic sites, recreation centers, taverns, excellent restaurants and quaint New York State attractions.

In addition, there are several nearby places of interest. The Finger Lakes, for example, are famous for their scenic beauty and excellent sailing and other water sports. From the hillsides around these lakes come the bulk of the grapes that make New York State wines and champagnes among the world's best and a visit to the wineries at Hammondsport or Naples is almost a must. Also in Hammondsport is a quaint museum dedicated to the memory of the late Glenn Curtiss and housing many artifacts of aviation's infancy. In fact, during Powder Puff Derby Week, a

in Beautiful Finger



Engraving of
Steuben Glass at
Corning Glass Center



Corning Glass Center — Corning Glass Works

Ann Page Division Great Atlantic & Pacific Tea Co.



Corning
Summer Theater

Ingersoll Rand



Elmira - Corning

selection of the museum's artifacts will be on display at the Arnot Art Gallery in downtown Elmira.

Nearby Watkins Glen is the site of the U.S. Grand Prix and the Can-Am auto races as well as the scenic Watkins Glen Gorge and state park. Not too far afield from Elmira-Corning are two impressive sites — either from the air or from the ground — the Pennsylvania Grand Canyon at Wellsboro and the Genesee River Gorge in Letchworth State Park.

Obviously, from this listing, tourism is a major industry in the Elmira-Corning area. But it is far from being the area's only industry. Situated at the crossroads of New York's southern tier, the Elmira-Corning area is world headquarters for Corning Glass Works. One of the largest A & P processing plants is located here. And several large national and locally owned companies have sizeable facilities here.

Supported by rail and air transportation facilities and an excellent and growing highway system, the area is ideally located to serve the large markets of the northeast and the midwest. In fact, one-fourth of the nation's population lives and works within a 300-mile radius of the Elmira-Corning area.

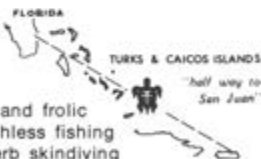
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HAM Radio Net

For the 21st consecutive year, a volunteer amateur radio net will assist with communications throughout the POWDER PUFF DERBY. The Start, Terminus and each en-route airport will be covered by "Hams" working as part of a relay team. At Elmira, "Hams" with two-meter rigs will maintain contact between the various motels and airport headquarters.



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Mable Fields
W6 YZV



Albuquerque, N. M.
Patty Connell
WN5 HYN



Topeka, Kan.
Richard L. Dehn
WAØ SQN



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Champaign, Ill.
Ted Sigtenhorst
WB9 DPX



Niagara Falls, N. Y.
Arnold Littlewood
W2 OVP

NOT PICTURED:

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Cliff Allen
W7 LL

Waterloo, Iowa
George E. Bebout
WAØ LPA

Liberal, Kan.
Marte Wessel
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Flint, Mich.
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Shown at left are some of the people involved in the Powder Puff Derby in Arizona. June Cleverly and Mary Lou Brown are the Prescott Stop Chairmen, Melba Beard is an Official Timer, Sue Harper is Chairman of the Phoenix 99 Chapter. Jack Williams is Governor of the State of Arizona.



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BERA, Fran	1968-71
CRANE, Mardo	1947-52
CRITCHELL, Iris	1954-61
CRONAN, Selma	1960-62
DAVIS, Arlene	1951-52
FAILING, Joyce	1955-56
FAIRBANK, Lois	1963-67
GILLIES, Betty H.	1950-61
GRIFFITH, Thon	1966-72
HAMMOND, Alice	1961-67
HART, Jane	1961-63
HEISE, Eugenia	1970-72
HYDE, Louise	1961-63
KEAVENY, Ruby	1966-67
LANGHER, Doris	1959-60
LOCKWOOD, Gertrude	1960-61
LONDON, Barbara	1951-65
LOUFKE, Betty	1952-56
MEDES, Beatrice	1952-57
MENNITTO, Helen	1969-72
NICHOLSON, Claire Hale	1955-59
RAMBO, Anne	1952-53
ROSS, Margaret	1961-65
ROTH, Sylvia	1959-61
SHEEHY, Ethel	1951-55
SMITH, Louise	1955-58
STEADMAN, Bernice T.	1957-59
VASQUES, Theresa	1959-68
WILSON, Priscilla	1963-69

Others who served prior to Incorporation in 1951

Miriam Bertram, Evelyn Briggs, Verna Burke, Clara Davis, Helen Dick, Ellen Gilmour, Helen Hooper Moore, Gladys Pennington, Lola Perkins Ricci, Mary Ring, Vivian Ropes, Ann Ross, Anne Smith, Amalie Stone, Babe Story, Dee Thurmond, Claire Walters, Carolyn West.

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No. 1

PILOT (L): **DIANE E. SHAW**, Wildwood, New Jersey

RATINGS: Commerical, SEL, 400 hours

CO-PILOT (R): **MARY ROSE MYERS**, Atlantic City, New Jersey

RATINGS: Commercial, SEL, 740 hours

AIRPLANE: Piper Cherokee PA 28 180 h.p.

SPONSOR: Shawcrest Trailer Sales, Wildwood, New Jersey

The coveted number one spot goes to a first TAR team piloted by Diane. A ride in an open cockpit plane in 1967 was the start of her flying and she received her commercial license just in time to enter this year's race. She and her non-pilot husband, Frank, own one of the largest mobile home parks in New Jersey. Diane also runs her own insurance company. Memberships: AOPA, NAA, Garden State Chapter-99's.

Mary Rose is flying her first TAR but she is well acquainted with the race having worked three terminuses and one start. Her husband, William, retired from the Atlantic City Police Department and is now a pilot with Allegheny Commuter Airlines. Mary Rose has been active in CAP searches. Memberships: AOPA, NAA, Garden State Chapter-99's.

No. 2

PILOT (L): **CAROLINE N. "CONNIE" LUHTA**, Painesville, Ohio

RATINGS: Commercial, Instrument, Flight Instructor, SMEL, SES, Ground Instructor ratings, 1300 hours

CO-PILOT (R): **PATRICIA COLLIER**, Bellville, Ohio

RATINGS: Commercial, SMEL, 770 hours

AIRPLANE: Piper Cherokee PA 28 180 h.p.

SPONSOR: Painesville Flying Service Inc., Ohio

This is the eighth TAR for Connie who is assistant manager, flight and ground instructor along with her husband, Adolph, at the Painesville Flying Service. Connie flew the 1970 PPD when seven months pregnant. The future 99 is aged two and one-half. In 1970 Connie was a winner of the AE Memorial Scholarship. Memberships: AOPA, All-Ohio Chapter-99's.

This is the tenth TAR for Patricia who is a hosiery and slipper buyer for H. L. Reed Co. in Mansfield. Her husband, Myron, is a pilot and they have one married daughter. She and her husband were pilots when they met. Memberships: All-Ohio Chapter 99's.



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No. 3

PILOT (R): **PAT DAVIS**, Honolulu, Hawaii
 RATINGS: Commercial, Instrument, SMEL, 1100 hours
 CO-PILOT (L): **PAT KELLEY**, Honolulu, Hawaii
 RATINGS: Commercial, SEL, 435 hours
 AIRPLANE: Piper Comanche PA24 260 h.p.
 SPONSOR: Pat Kelley, Honolulu, Hawaii

From across the blue Pacific comes this Hawaiian team piloted by Pat flying her fifth TAR. She was the first in her family to fly but now her husband, John, is a pilot as well as son, John, and daughter, Victoria. Pat is a secretary with the U.S. Air Force at Hickam AFB. She has done Search/Rescue work for the CAP and been a glider tow pilot. Memberships: AOPA, CAP, NAA, General Aviation Council of Hawaii, Aloha Chapter-99's.

Pat K. is flying her second TAR and she is President of Pat Kelley Tours and Travel. She has two daughters. Memberships: AOPA, EAA, NPA, General Aviation Council of Hawaii, Aloha Chapter-99's.

No. 4

PILOT (L): **ROSEMARIE SCHOENING**, Salinas, California
 RATINGS: Commercial, SEL, 230 hours
 CO-PILOT (R): **ELAINE BRADY**, Salinas, California
 RATINGS: Private, SEL, 75 hours
 AIRPLANE: Grumman American Traveler AA-5 150 h.p.

SPONSORS: C.A.V.U. Aviation; Kuhlman Elec. Co.; Great Western & Savings Loan Assn.; Admiral Packing Co.; Marilyn Classen; Northridge Shopping Center, all of Salinas, California

Rosemarie is flying her first TAR and she works in aircraft sales at C.A.V.U., one of the team's sponsors. Her husband, Frank, is a pilot and owner of C.A.V.U. Memberships: Monterey Bay Chapter-99's.

Elaine is flying her first TAR. She is a waitress at Tee 'n' Turf Restaurant. Her husband, William, is an AG Helicopter pilot. They have three children. Elaine is interested in glider flying and aerobatics. Memberships: NPA, Monterey Bay Chapter-99's.



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No. 5

PILOT (R): **LORETTA JONES**, Independence, Missouri
 RATINGS: Commercial, Instrument, Flight Instructor, SMEL, All Ground Instructor Ratings, 2500 hours
 CO-PILOT (L): **ERLENE LOWE**, Blue Springs, Missouri
 RATINGS: Private, SEL, 200 hours
 AIRPLANE: Beechcraft Bonanza U35 285 h.p.
 SPONSOR: Blue Springs Bank, Blue Springs, Missouri

Loretta is flying her third TAR. Her husband, Garnett, a captain with Braniff, taught Loretta to fly and she, in turn, taught their son to fly. She does flight and ground instruction for East K.C. Aviation. She was the 1972 WNAA Woman of the Year. Memberships: NPA, WNAA, Missouri Pilots Assn., Greater Kansas City Chapter-99's.

Erlene is flying her third TAR and she is employed as a secretary for the sponsoring firm, Blue Springs Bank. Her husband, Cecil, is a pilot and they have two children. Memberships: Greater Kansas City Chapter-99's.

No. 6

PILOT (L): **THON GRIFFITH**, Costa Mesa, California
 RATINGS: Commercial, Instrument, SEL, 1105 hours
 CO-PILOT (R): **DEL HINN**, Salinas, California
 RATINGS: Com'l., Flt. Instructor, SMEL, SES, Com'l. Glider, 3530 hours
 AIRPLANE: Beechcraft Bonanza V35B 285 h.p.
 SPONSOR: Griffith Company, Long Beach, Calif.

Thon is flying her third TAR and is a corporation pilot for her husband's firm. She served six years on the AWTAR Board in charge of West Coast operations. Her husband, George, is the Official Starter of the race and it will be an added thrill for him to flag off this entry. Thon and George have four children. Memberships: AOPA, NAA, NPA, Orange County Chapter-99's.

Dell is flying her seventh TAR and placed in two of them. Her husband, Dr. George, is not a pilot. They have two children and five grandchildren. Dell soloed her daughter on her 16th birthday. Dell is active in Mercy Flights carrying medical supplies to stricken areas. Memberships: AOPA, NPA, Monterey Bay Chapter-99's.



Best Wishes
 to
 Loretta Jones
 and
 Erlene Lowe
 our Missouri team

BLUE SPRINGS BANK
 Blue Springs, Missouri

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 Kansas City, Missouri

FLANAGAN AIRCRAFT
 Independence, Missouri

GOOD LUCK
 THON AND DEL



The Crew At
 Griffith Company





No. 7

PILOT (R): **MARGARET RINGENBERG**, Grabill, Indiana
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, 15,700 hours
 CO-PILOT (L): **JUNE A. NORMAN**, Indianapolis, Indiana
 RATINGS: Private, SEL, 135 hours
 AIRPLANE: Mooney M20C 180 h.p.

Margaret is flying her sixteenth TAR. A former WASP, she is a flight instructor/charter pilot for Consolidated Airways. Her husband, Morris, is not a pilot but her daughter, Marsha, was taught to fly by her mother and has flown the race as her co-pilot. They also have one son. Memberships: AOPA, WASP, Indiana Chapter-99's.

June is flying her very first TAR. Her husband, Joe, is a pilot and joins their two children as an enthusiastic rooting section for TAR No. 7. Memberships: Indianapolis Aero Club, Indiana Chapter-99's.

No. 8

PILOT (R): **LILLIAN JEAN INGLE**, Villa Park, Illinois
 RATINGS: Commercial, SEL, 237 hours
 CO-PILOT (L): **GAIL GOLDTHORPE**, Chicago, Illinois
 RATINGS: Private, Instrument, SEL, 265 hours
 AIRPLANE: Piper Cherokee PA 28 150 h.p.
 SPONSOR: DuPage Aviation Corporation, West Chicago, Illinois

Jean is flying her first TAR and she works at the flight desk for DuPage Aviation Corp. She has been flying since May of 1971 urged on by her pilot husband, Russell. They have two sons. Jean is currently working towards her instrument rating. Memberships: AOPA, Chicago Area Chapter-99's.

Gail is also flying her first TAR and she works as a computer programmer for Taylor Forge of Chicago. She started flying in 1970 and in January of this year married a flight instructor and fellow 150 owner. She won the Chicago Area Chapter airmeet in 1971. Memberships: AOPA, Chicago Area Chapter-99's.



Have A
 Good Race
 Margaret
 and June

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 Monon, Indiana

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 to
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 and
 Gail Goldthorpe

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No. 9

PILOT (R): **MUTZ TRENSE**, Munich, Germany

RATINGS: Commercial, SEL, 1150 hours

CO-PILOT (L): **BRIGITTE HOECK**, Stuttgart, Germany

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL 4500 hours

AIRPLANE: Cessna Skylane 182 230 h.p.

SPONSOR: Karlfried Nordmann, President of Mercedes Benz of No. Am.

This German team is flying its second TAR piloted by Mutz who started gliding back in 1955 and received her private license in the same year. Her husband, Werner, is a zoologist. Between the years of 1964 and 1972 she participated in 60 rallies placing first in several of them and was twice the winner of the Golden Rose.

Brigitte started her glider flying in 1951 and left for a stay in the United Kingdom where she obtained her private license. She is the chief instructor of the flying school, Aerobeta, at Stuttgart. Her husband, Gerhard, is an air controller at Stuttgart Airport. She has flown in several of the rallies with Mutz.

No. 10

PILOT (L): **NORMA L. FUTTERMAN**, Beverly Hills, California

RATINGS: Commercial, Instrument, SMEL, 1050 hours

CO-PILOT (R): **VIRGINIA SHOWERS**, Santa Monica, California

RATINGS: Private, SEL, 760 hours

AIRPLANE: Grumman American Traveler AA-5 150 h.p.

Norma is flying her first TAR. She has flown the IAR, PAR and several other local races. Her husband, Charles, is not a pilot but joins their son and daughter as a rooting section for Norma. Memberships: AOPA, Los Angeles Chapter-99's.

Virginia is flying her fourth TAR and is self-employed in property management. She has two sons. She has flown several IAR's and PAR's and other local races. Memberships: AOPA, Los Angeles Chapter-99's.



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No. 11

PILOT (L): **WANDA CUMMINGS**, Rancho Santa Fe, California

RATINGS: Private, Instrument, SEL, 650 hours

CO-PILOT (R): **AVA CARMICHAEL**, La Jolla, California

RATINGS: Private, SEL, 320 hours

AIRPLANE: Cessna Skylane 182 230 h.p.

SPONSORS: The Depot; Bombay Bicycle Club - Camarillo, California

Wanda is flying her third TAR. She and her doctor husband, Robert, received their licenses on the same day. She is a retired registered nurse and with her husband, flies mostly for pleasure on camping trips. Memberships: AOPA, San Diego Aerospace Museum, San Diego Chapter-99's.

Ava is flying her third TAR. She and her doctor husband, David, got their licenses together and the same time as the Cummings. They have four daughters. Flying is a family pleasure. Memberships: AOPA, San Diego Chapter-99's.

No. 12

PILOT: **EDITH (MICKI) THOMAS**, Wayne, New Jersey

RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 980 hours

AIRPLANE: Cessna Cardinal 177RG 200 h.p.

SPONSOR: Chatham Aviation Sales, Morristown, New Jersey

This is the fifth TAR for Micki who is owner and manager of N.J. Meat Supply, Inc. of Wayne, N.J. She has three children but manages to find time to fly between work and "home" work. Memberships: Greater New York Chapter-99's.



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No. 13

PILOT (L): **MARIE E. McMILLAN**, Las Vega, Nevada

RATINGS: Private, Instrument, SEL, 482 hours

CO-PILOT (R): **CAROLE ANN VILARDO**, Las Vegas, Nevada

RATINGS: Private, SEL, 124 hours

AIRPLANE: Maule M-4-220C 220 h.p.

SPONSOR: Baker Enterprises, Inc., Las Vegas, Nevada

This is the first TAR for Marie, a semi-retired real estate broker. Her dentist husband, James, is a pilot and they have four children and two grand-children. This is her first race of any kind and she is trying for the "big" one. Memberships: AOPA, CAP, Nevada Aviation Safety Committee, Las Vegas Chapter-99's.

Carole is also making the big race her first one. She is owner of The Fashion Gallery in Las Vegas. Memberships: AOPA, CAP, Las Vegas Chamber of Commerce Aviation Committee, Las Vegas Chapter-99's.

No. 14

PILOT (R): **PATRICIA GLADNEY**, Los Altos, California

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, 13,000 hours

CO-PILOT (L): **JEANNE McELHATTON**, San Francisco, California

RATINGS: Commercial Instrument, SMEL, 1750 hours

AIRPLANE: Bellanca Super Viking 17-31A 300 h.p.

SPONSOR: Bellanca Aircraft Sales Co., Burlingame, California

Pat is flying her twenty-first TAR. She has been flying since 1935 and was the very first winner of the coveted 99 AE Scholarship Award. She taught flying during WWII before joining the WASPS. She is office manager and flight instructor at Jim Duncan School of Flying, and has two children. Memberships: AOPA, NAA, WASP, Santa Clara Valley Chapter-99's.

Jeanne is flying her ninth TAR and has participated in Direct Relief Flights of Medical Supplies. Her husband, Dave, is a pilot and well known radio personality to listeners of KCBS and reports daily on the PPD via communications from Jeanne. They have three children. Memberships: AOPA, Santa Clara Valley Chapter-99's.



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No. 15

PILOT (R): ESTHER P. WRIGHT, Thomasville, Georgia
RATINGS: Commercial, Instrument, Flight Instructor, SEL 2000 hours
CO-PILOT (L): JOYCE TOMAN, Marianna, Florida
RATINGS: Private, SEL, 250 hours
AIRPLANE: Cessna Skylane 182 230 H.P.
SPONSOR: Holiday Inns, Inc. Memphis, Tennessee

Esther is flying her sixth TAR and is an innkeeper for her sponsor along with her non-pilot husband, Bud. They have two daughters. She is a member of the Holiday Inns Intl. Board of Directors and she writes a weekly newspaper column. Memberships: CAP, NAA, NPA, Deep South Chapter-99's.

Joyce is flying her first TAR and is an officer for McKee Engineering Co. She was taught to fly by her father, and her mother is also a pilot but husband, Joseph, seems to be earth bound. They have two children. Memberships: AOPA, Deep South Chapter-99's.

No. 16

PILOT (R): CHARLOTTE E. PARKER, Wichita, Kansas
RATINGS: Commercial, Instrument, Flight Instructor, SEL, 1900 hours
CO-PILOT (L): ROBERTA ELEANOR KNOTT, Wichita, Kansas
RATINGS: Private, SEL, 600 hours
AIRPLANE: Piper Comanche, PA 24 260 h.p.

Charlotte is flying her fourth TAR and is a secretary and flight instructor at Case Aircraft, Inc. Her husband, Gerald, is a pilot and they have two children. Memberships: Kansas Chapter-99's.

Roberta is flying her third TAR and is office manager for Security Oil Company. Her husband, William, is a pilot and a Parole Officer for the State of Kansas. Memberships: AOPA, FFA, TSAA, Kansas Chapter-99's.



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No. 17

PILOT: EVELYN KROPP, Norwich, Connecticut

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, All Ground Instructor ratings, 1340 hours

AIRPLANE: Piper Arrow 200 200 h.p.

Evelyn is flying her first TAR. Her psychiatrist husband, Peter, is not a pilot. They have two sons. Evelyn has flown the IAR and the AWNEAR and the Fair Ladies race. Memberships: AOPA, NAC, NAA, NPA, Connecticut Chapter-99's.



No. 18

PILOT: SHIRLEY E. WEINHARDT, Williamsport, Pennsylvania

RATINGS: Commercial, SEL, 450 hours

AIRPLANE: Piper Cherokee PA 28 180 h.p.

SPONSOR: Henry H. Weinhardt, Inc., Williamsport, Pa.

This is the third TAR for Shirley. She has been flying for seven years and she and her husband, Henry, both started instruction together. They have four children and three granddaughters. Memberships: AOPA, CAP, EAA, NAA, ACBL, BCA 600, Central Pennsylvania Chapter-99's.

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Evelyn Kropp

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No. 19

PILOT (L): **RITA J. HERRING**, Palo Alto, California

RATINGS: Commercial, SEL, 200 hours

CO-PILOT (R): **CLAUDIA A. CARLSON**, Cupertino, California

RATINGS: Commercial, Instrument, SEL, 298 hours

AIRPLANE: Piper Cherokee PA 28 150 h.p.

SPONSOR: Nystrom Aviation, Palo Alto, California

Rita is flying her first TAR and has just acquired her commercial license so she could be pilot in command of TAR No. 19. She is a stewardess for United Air Lines.

This is the first TAR for Claudia who is an Air Traffic Control Specialist with the FAA in Palo Alto. She is a member of the Santa Clara Valley Chapter-99's.

No. 20

PILOT: **JAN GAMMELL**, Denver, Colorado

RATINGS: Commercial, Instrument, SMEL, 3400 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

This will be Jan's eighth TAR and she placed third in 1971. She has flown several IAR's and the PAR. Her husband, Hank, is a pilot and helped up-grade Jan's flying. Memberships: AOPA, NAA, Colorado Chapter-99's.



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No. 21

PILOT (R): **CHARLENE FALKENBERG**, Hobart, Indiana

RATINGS: Commercial, Instrument, SMEL, All Ground Instructor ratings, 950 hours

CO-PILOT (L): **SUSANN GATLIN**, Griffith, Indiana

RATINGS: Private, SEL, 235 hours

AIRPLANE: Mooney Executive MF 20 200 h.p.

SPONSOR: Hobart Aircraft Sales & Service, Inc., Hobart, Indiana

Charlene is flying her fifth TAR and was taught to fly by her husband, Walter. They owned a plane for six weeks before Charlene would ride in it but one lesson and she was hooked. Now her husband wishes she would leave the plane home for him. She is an FAA Accident Prevention Safety Counselor. Memberships: Chicago Area Chapter-99's.

Susann is flying her first TAR and is a secretary at St. Mary Mercy Hospital. Her husband, Clyde, is a pilot and they have three children. Her husband was her flight instructor. Memberships: Chicago Area Chapter-99's.

No. 22

PILOT (L): **PATRICIA D. JAMES**, Houston, Texas

RATINGS: Commercial, Instrument, SEL, 295 hours

CO-PILOT (R): **PATRICIA JACKSON**, Houston, Texas

RATINGS: Commercial, SEL, 300 hours

AIRPLANE: Cessna Skylane 182 230 h.p.

SPONSOR: Texas Association of Builders/Flying Builders Council, Houston, Texas

This should really be the second TAR for Patricia but her last year's entry was scratched. She works as secretary and office manager for Bratten Construction, Inc. She is the only flying member of her family. Memberships: AOPA, NPA, Houston Chapter-99's.

This is the first TAR for Patricia who works as a secretary for Libby-Owens Ford Co. She is working on her instructor's rating and hopes to teach flying. Memberships: CAP.



Best Wishes
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Charlene and Susan



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No. 23

PILOT (L): **MARGARET (PEG) DAVIDSON**, North Haven, Connecticut
 RATINGS: Commercial, Instrument, SEL, 950 hours
 CO-PILOT (R): **PAT WILSON**, Bedminster, New Jersey
 RATINGS: Commercial, SELS, 500 hours
 AIRPLANE: Cessna 205 260 h.p.
 SPONSOR: D.S. Davidson Co., Hamden, Conn.

Peg, as she is best known, is flying her second TAR but she is familiar with the PPD having worked as secretary for AWTAR for five years. Her husband, Donald, is a pilot and they have four children. She has held all offices in the Connecticut Chapter of the 99's and all the New England Section offices. Other memberships: AOPA.

This is the fifth TAR for Pat. She served on the AWTAR Board for four years and has been a chief Timer and Chief Judge for the PPD. Her husband, Fred, is a pilot. She is manager of the Merriewold West Art Gallery. She has served in all the chapter offices and many section offices of the 99's and is a member of the Greater New York Chapter.

No. 24

PILOT (Shown): **BARBARA A. GOETZ**, Fair Oaks, California
 RATINGS: Commercial, SEL, Aircraft/Powerplant Mechanic, 300 hours
 CO-PILOT (Not Shown): **F. SUSAN HARRISON**, Sacramento, California
 RATINGS: Private, SEL, 215 hours
 AIRPLANE: Piper Commanche PA 24 260 h.p.
 SPONSOR: Rat Air, Sacramento, California

This is the second TAR for Barbara who has been a CAP member since 1950 though her flying license was not obtained until 1970. She has a BS in Aeronautical Maintenance Engineering and is a corporate secretary-treasurer for A. Goetz & Son, Inc. Her husband, Michael, is a pilot. Memberships: CAP, Fun Flyers, San Jose State Aero Assn., Sacramento Valley Chapter-99's.

This is the first TAR for Susan who was taught to fly by her pilot husband, John, who is with Western Airlines. Susan is a secretary with the Department of Airports, Sacramento. Memberships: Sacramento Valley Chapter-99's.



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No. 25

PILOT (L): **MAYBELLE FLETCHER**, Houston, Texas
 RATINGS: FAA Examiner, Commercial, Instrument, Flight/Instrument
 Flight Instructor, SMEL, SES, 5300 hours
 CO-PILOT (R): **MARY BYERS**, Deer Park, Texas
 RATINGS: Private, SEL, 650 hours
 AIRPLANE: Cessna Centurion 210 285 h.p.

This is the sixth TAR for Maybelle who started flying in 1941. She is owner and instructor along with her pilot husband, Larry, of Fletcher Aviation. They have three children and two grandchildren. Memberships: NAC, Space City Women Pilots of Houston, Houston Aviation Advisory Council, Southwest Flying Club, Houston Chapter-99's.

Mary is flying her fourth TAR. Her husband, Arthur (Buddy), started Mary flying as a hobby. They have two children and five grandchildren. Memberships: AOPA, NPA, WNAA (Natl. V.P.), President of Space City Women Pilots of Houston, Houston Aviation Advisory Council, Houston Chapter-99's.

No. 26

PILOT (R): **LYNN H. BARTHEL**, San Rafael, California
 RATINGS: Commercial, Instrument, SEL, 341 hours
 CO-PILOT (L): **PAULINE M. GOSLOVICH**, Santa Rosa, California
 RATINGS: Commercial, Instrument, SMEL, 801 hours
 AIRPLANE: Piper Cherokee PA 28 235 h.p.
 SPONSOR: Senor Alfredo Mexican Restaurant, Inc., San Rafael, California

This is the first TAR for Lynn who is a corporation officer for her sponsoring firm. Her husband, Alfred, is a pilot and they have two children. Memberships: AOPA, CAP, Santa Rosa Chapter-99's.

Pauline is flying her third TAR. She is a secretary and charter pilot for Let's Fly, Inc. and also works as first officer for STOL Air Commuter serving the Bay Area cities. She is working on her Flight Engineer rating. Memberships: Santa Rosa Chapter-99's.



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No. 27

PILOT (R): PATRICIA McEWEN, Wichita, Kansas
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, rated Lear Jet, Ground Instructor ratings, 4862 hours
CO-PILOT (L): JACQUELYN LUKE, Wichita, Kansas
RATINGS: Private, Instrument, SEL, 265 hours
AIRPLANE: Beechcraft Bonanza V35A 285 h.p.

This is Pat's eleventh TAR. Her husband, Owen, is a pilot, runs a dairy farm and raises Arabian horses. They have seven children including a set of twins. Pat has served the POWDER PUFF DERBY raising monies for the 1971 race. Memberships: AOPA, EAA, FFA, NAC, NAA, NPA, NAFI, ACA, WACOA, Kansas Chapter-99's.

Jacquelyn is flying her first TAR and does part time work of medical transcription for a local doctor. Her husband, Nolan, is a pilot and they have two children. Memberships: AOPA, NPA, Kansas Chapter-99's.

No. 28

PILOT (L): SOPHIA M. PAYTON, Coraopolis, Pennsylvania
RATINGS: Commercial, SEL, Commercial Glider, 1870 hours
CO-PILOT (R): PAT FAIRBANKS, Cincinnati, Ohio
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, Private Glider, Ground Instructor, 3412 hours
AIRPLANE: Mooney Mark 21 M20C 180 h.p.

SPONSOR: Neal D. Payton, Coraopolis, Pennsylvania

This is the ninth TAR for Sophia who placed 5th in 1966, 2nd in 1968, and was 8th in 1972. She lists herself as an executive housewife. Her husband, Neal, is a Captain with Allegheny Airlines and instructed Sophia for her commercial license. Her twin sister is also a pilot. Memberships: AOPA, NAC, Greater Pittsburgh Chapter-99's.

Pat is flying her seventh TAR and was co-pilot for Sophia when they placed 8th in 1972. She is chief flight instructor at Cardinal Air Training. Her husband, Don, is a pilot and they have three children and three grandchildren. Memberships: AOPA, AAA, CAP, NATA, NPA, ZONTA, All-Ohio Chapter-99's.



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No. 29

PILOT (L): **EMMA MCGUIRE**, Santa Monica, California

RATINGS: Com'l., Instrument, Flt. Instructor, SMEL, SES, 5350 hours

CO-PILOT (R): **GEORGIA LAMBERT**, Los Angeles, California

RATINGS: Private, SEL, 300 hours

AIRPLANE: Cessna Skylane 182K 230 h.p.

SPONSORS: Fireside Market, Santa Monica; Village Market, Palm Desert, California; Stop N Go Markets, San Antonio, Texas

This is the lucky thirteenth TAR for Emma. She is a bookkeeper for one of her sponsors, Fireside Market and instructs at the Claire Walters Flight Academy. Hubby, Ralph, is not a pilot but is a good co-pilot. They have three children and thirteen grandchildren. Thirteen must be her lucky number for '73. Memberships: AOPA, NAA, NPA, SSA, ACA, Long Beach Chapter-99's.

This is Georgia's first TAR and she learned to fly at Claire Walters Academy. Her husband, John, is a pilot and they have two children and five grandchildren. Grandchildren for this team alone would make a rousing good rooting section. Memberships: AOPA, SSA, Long Beach Chapter-99's.

No. 30

PILOT (L): **ALIENE LEE**, Windsor, California

RATINGS: Commercial, SEL, 200 hours

CO-PILOT (R): **SANDRA PETERSEN**, San Francisco, California

RATINGS: Private, SEL, 92 hours

AIRPLANE: Piper Cherokee PA 28 235 h.p.

SPONSORS: Maherajah Water Skis; Shoffit's Products Corp., Healdsburg, California

This is the first TAR for Aliene who works as a chiropractic assistant for her husband, Dr. Eugene W. Lee. Her husband, son and daughter are all pilots. Memberships: AOPA, NAA, Santa Rosa Chapter-99's.

Sandra is also flying her first TAR and she is Chief Equipment Man for Pacific Telephone. Her flying is purely for pleasure — and pleasure it is. Memberships: NPA, Santa Rosa Chapter-99's.



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No. 31

PILOT: **HELEN M. MCGEE**, Sonora, California
 RATINGS: Private, Instrument, SEL, 1200 hours
 AIRPLANE: Aero Commander 112 200 h.p.
 SPONSOR: Union Democrat, Sonora, California

Helen is flying her sixth TAR and in 1972 she was in second place. She has constantly been sneaking up on first place as she was 4th in 69, 6th in 70 and 4th in 71. She is an accountant with her husband, Harvey's, firm and sponsor, Union Democrat. Harvey is a pilot and they have four daughters, one son and four grandchildren. Memberships: NAA, Tuolumne County Aeronautical, San Joaquin Valley Chapter-99's.

No. 32

PILOT (R): **MARGARET W. STITT**, Palatine, Illinois
 RATINGS: Private, Instrument, SEL, 278 hours
 CO-PILOT (L): **MARY JANE LAW**, Ft. Lauderdale, Florida
 RATINGS: Commercial, Instrument, SELS, 671 hours
 AIRPLANE: Piper Cherokee PA28 180 h.p.
 SPONSOR: William B. Pillsbury, Northbrook, Illinois

Mimi is flying her third TAR and her team placed 5th in 1971. Her husband, Le Moine, is not a pilot but one son is a commercial pilot, one daughter has a mul engine rating and their third child, a son, is still in school. Memberships: AOPA, NAA, Florida Grasshoppers, Chicago Area Chapter-99's.

Mary is flying her first TAR and has flown the IAR. Her husband, Robert, is not a pilot. They have two children. Memberships: AOPA, NPA, Florida Women's Pilot Assn., Florida Grasshoppers, Florida Space Port Chapter-99's.



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No. 33

PILOT (R): **DOTTY BIRDSONG**, Temple Terrace, Florida
 RATINGS: Commercial, Instrument, SMEL, SES, 1600 hours
 CO-PILOT (L): **ETHEL GIBSON**, St. Petersburg, Florida
 RATINGS: Private, SEL 500 hours
 AIRPLANE: Beechcraft Bonanza V35 285 h.p.

SPONSORS: Birdsong Motors VW; Temple Porsche-Audi, Tampa, Florida
 Dotty is flying her seventh TAR. She is a housewife and her husband, Charles, got his interest in flying from Dotty. She says he is a nervous navigator. They have three children and four grandchildren. Memberships: AOPA, FFA, WACOA, Florida Grasshoppers, Florida Suncoast Chapter-99's.

Ethel is flying her fifth TAR. She is an office assistant and does surgical nursing in St. Petersburg. Her husband, Walter, is a pilot and they have one son and one granddaughter. Memberships: AOPA, FFA NAA, Florida Grasshoppers, Florida Suncoast Chapter-99's.

No. 34

PILOT (L): **VIRGINIA WEGENER**, Santa Rosa, California
 RATINGS: ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, Ground Instructor, 5500 hours
 CO-PILOT (R): **LYNN P. CARY**, Santa Rosa, California
 RATINGS: Private, SEL, 75 hours
 AIRPLANE: Aero Commander 112 200 h.p.

SPONSORS: NARCO Avionics, Fort Washington, Pennsylvania; Petroleum Engineering, Inc., Santa Rosa, California

Ginny is flying her ninth TAR and she has placed in two of the races. She and her pilot husband, Jack, have three children and daughter, Carol Simon, has been her co-pilot. She is flight instructor at Let's Fly, Inc. She received the 99 News Award for Professional Pilot. Memberships: AOPA, EAA, Santa Rosa Chapter-99's.

Lynn is flying her first TAR and lists herself as an executive housewife and teacher of home management. Her doctor husband, Stephen, is a pilot and they have four children. She has received several tennis awards.



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No. 35

PILOT (L): **ROBIN ELIZABETH MILLER**, Nedlands, West Australia

RATINGS: Commercial, Instrument, SMEL, 3200 hours

CO-PILOT (R): **VICOMTESSE ROSEMARY de PIERRES**, Wyalkatchem, West Australia

RATINGS: Private, SEL, 750 hours

AIRPLANE: Beechcraft Bonanza S-35 285 h.p.

SPONSOR: Royal Flying Doctor Service of West Australia

From Down-under comes Robin to fly in her first TAR. She is a service pilot and registered nurse for her sponsor. Her father was the founder of Mac Robertson Miller Airways and her mother is a famous writer. Robin has flown the Pacific four times ferrying aircraft from the U.S. She writes books about her experiences. Memberships: Zonta, Australian Women's Pilots Assn., Australian Section-99's.

Rosemary is also flying her first TAR. She is a fourth generation Australian and is married to the son of a French nobleman who is a rancher and horse breeder. Together they ran a flying school for five years. Memberships: Zonta, Australian Women Pilot's Assn., Governor of the Australian Section of the 99's.

No. 36

PILOT (R): **RUTH GRAY**, Little Rock, Arkansas

RATINGS: Commercial, Instrument, SEL, 658 hours

CO-PILOT (L): **ALINE KAY NEWTH**, North Little Rock, Arkansas

RATINGS: Private, SEL, 1082 hours

AIRPLANE: Bellanca Super Viking 17-31A 300 h.p.

SPONSOR: Arkla Bellanca, North Little Rock, Arkansas

Ruth is flying her second TAR, her first in command. Her husband, Dr. Edwin F. Gray, is a pilot and they have two children and four grandchildren. Ruth has flown the Sky Lady Derby and other local races. Memberships: AFA, Arkansas Aero Club, Arkansas Chapter-99's.

Aline is flying her first TAR. She is owner and manager of Kay's House of Fashion. She has flown the Sky Lady Derby and local races. Memberships: CAP, NPA, WNAA, ZONTA, Arkansas Chapter-99's.



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No. 37

PILOT (L): HELEN WILKE, Dallas, Texas

RATINGS: Commercial, Instrument, SEL, Hot Air Balloon, 1300 hours

CO-PILOT (R): KATHY LONG, Irving, Texas

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SEL, Ltd. to Hot Air Balloon, Instrument Ground Instructor, 2600 hours

AIRPLANE: Beechcraft Bonanza V35 285 h.p.

SPONSOR: HLH Cosmetic & Drug Division, Hunt Oil Co., Dallas, Texas

This team placed fourth in 1972 and is trying to better itself in 1973. Helen is flying her fifth TAR and is encouraged in her flying by her pilot husband, Dr. Joseph E. Wilke, and their two children. Memberships: Dallas Redbird Chapter-99's.

Kathy, flying her eighth TAR, is again co-pilot for Helen. Her husband, L. K. Long, is a pilot and they have three children and one grandchild. This team has also flown the IAR. Memberships: NAC, Dallas Redbird Chapter-99's.

No. 38

PILOT (R): BOBBI ADAMS, Portola Valley, California

RATINGS: Commercial, Instrument, SMEL, 200 hours

CO-PILOT (L): JANET L. HIGGS, Foster City, California

RATINGS: Private, SEL, 224 hours

AIRPLANE: Cessna Skylane 182H 230 h.p.

SPONSOR: Thomas C. Moore dba Blue Aviation, San Carlos, California; Rico Motors Co., Gallup, N.M.

This is the first TAR for Bobbi who has been a stewardess with United Air Lines for 7 years. Her husband, Charles, is a pilot with United. She has flown in some local races. Memberships: ALPA.

Janet is also flying her first TAR and has been a stewardess for United Air Lines for 9 years. Her husband, Ralph, is a pilot with United Air Lines and taught Janet to fly. Memberships: ALPA.



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No. 39

PILOT (L): BEBE RAGAZ, Marion, North Carolina

RATINGS: Commercial, SEL, 655 hours

CO-PILOT (R): KATHY RAGAZ, Marion, North Carolina

RATINGS: Private, SEL, 245 hours

AIRPLANE: Piper Arrow II PA 28R 200 h.p.

SPONSOR: Thermal Belt Air Service, Morganton, North Carolina

This mother-daughter team is flying its third TAR, mother has flown four. Flying is strictly for pleasure for Bebe along with her pilot husband, Dr. Florian J. Ragaz. They have two other daughters, Susan and Amelia and we look forward to their racing in future TARs. Memberships: AOPA, N.C. and S.C. Aero Clubs, Carolinas Chapter-99's.

Kathy, a student at the University of South Carolina, is by-passing the generation gap and helping her mother navigate across the USA. Memberships: N.C. and S.C. Aero Clubs, Carolinas Chapter-99's.

No. 40

PILOT (R): JUANITA HALSTEAD, Montgomery, Alabama

RATINGS: Private, Instrument, SMEL, 1625 hours

CO-PILOT (L): MIRIAM DAVIS, Miami, Florida

RATINGS: Commercial, Instrument, SMEL, 1390 hours

AIRPLANE: Piper Twin Comanche PA 30 320 h.p.

Juanita is flying her fifth TAR. Her husband, C. Foy Halstead, is a pilot and an enthusiastic rooster along with their five daughters, sons-in-law and ten grandchildren. Memberships: WACOA, Alabama Chapter-99's.

This is the seventh TAR for Miriam. She is a corporate secretary for Sub Tropical Testing Lab Inc. owned by her pilot husband, C. Hubbard Davis. Memberships: AOPA, Florida Goldcoast Chapter-99's.



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Bebe and Kathy Ragaz

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No. 41

PILOT (R): **BILLIE JOYCE WYCHE**, Pearland, Texas
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, Ground Instructor rating, 7000 hours
 CO-PILOT (L): **STEPHANIE A. VICKERY**, La Porte, Texas
 RATINGS: Commercial, SEL, 305 hours
 AIRPLANE: Windecker Eagle AC-7 285 h.p.
 SPONSOR: Dow Chemical U.S.A., Midland, Michigan

Billie is flying her second TAR and was taught to fly by her pilot husband, Robert. She has taught her two oldest daughters to fly, the youngest is still to learn. She is director of training/flight instructor at Rama, Inc. A former country singer, she gave up the guitar for wings. Memberships: AOPA, EAA, NAC, Houston Chapter-99's.

Stephanie is flying her first TAR. Her father was a pilot with Chenault and the Flying Tigers and her pilot husband, Daniel, furthered her interest in flying. She is a Scientific Programmer with Lockheed Electronics Co., Inc. and has worked on the space program for NASA. Memberships: AOPA, NPA, Pi Beta Phi.

No. 42

PILOT (L): **JOAN STEINBERGER**, Goleta, California
 RATINGS: Commercial, Instrument, SEL, 1400 hours
 CO-PILOT (R): **EVALEE "EVIE" TREEN**, Santa Barbara, California
 RATINGS: Private, SMEL, 350 hours
 AIRPLANE: Piper Cherokee PA 28 235 h.p.

SPONSORS: Omni Aviation Managers, Inc.; Great Atlantic & Pacific Aeroplane Company; Wayne Airframe, Inc. - Van Nuys, California

This is the sixth TAR for Joan whose flying is for pleasure as it is with her pilot husband, Norman. They have two children. She is currently International Chairman of Wings for Direct Relief, flying medical supplies to needed areas. Memberships: AOPA, PRP Assn., Santa Barbara Chapter-99's.

Evie is flying her first TAR and learned to fly while working for an aerial survey company using P-38s. She fell in love with WW II aircraft and has followed them in all types of races. Her husband, George, is a pilot and a commercial diver. Memberships: AOPA, PRP Assn., Santa Barbara Chapter-99's.



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No. 43

PILOT (L): **JEAN "SUNNY" SCHIFFMAN**, Palos Verdes Estates, California
 RATINGS: Commercial, SELS, 1108 hours
 CO-PILOT (R): **CHRISTINE HUERTH**, Redondo Beach, California
 RATINGS: Private, SEL, 302 hours

AIRPLANE: Cessna Skyhawk 172 150 h.p.

SPONSORS: Donations in Memory of Bill Huerth by his Many Wonderful Friends; Southwest Skyways, Torrance, California

Jean is flying her fifth TAR, first in command. She and her pilot husband, Charles, have four sons. Their youngest son received glider rating on his sixteenth birthday and is now learning to fly with his father. Jean works for her sponsor, Southwest Skyways. Jean won the 1972 AE Memorial Scholarship. Memberships: AAA, NAA, NPA, PRPA, SSA, Long Beach Chapter-99's.

Christine is flying her first TAR. She is executive secretary for Parrish & Wood Stationers. Her husband, William, was an avid pilot, a supporter of Chris's flying. He was killed in his plane in January of this year due to engine fire. Memberships: NPA, Long Beach Chapter-99's.

No. 44

PILOT (L): **PAULINE GLASSON**, Corpus Christi, Texas
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, All Ground Instructor ratings, Private Glider, 21,700 hours.

CO-PILOT (R): **MARION SCANIO**, Woodsboro, Texas

RATINGS: Private, SEL, 78 hours

AIRPLANE: Cessna Skyhawk 172 150 h.p.

Pauline is flying her twenty-first TAR and she placed seventh in 1972. She is a self-employed flight instructor and aerial photographer. Her husband, Claude, is a pilot and pipe-line patroller. Pauline holds the record of the most number of co-pilots as each year she flies the race with a new pilot she has taught, believing the race is excellent experience for them. She also holds the individual record for more airmarkers than anyone else in the country. Memberships: Tip of Texas Chapter-99's.

Marion is flying her first TAR and was taught to fly by Pauline. Her husband, Frank, is not a pilot. They have three children and two grandchildren.



To Jean Schiffman and Christine Huerth

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No. 45

PILOT: **PEGGY NAUMANN**, West Caldwell, New Jersey

RATINGS: ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, All Ground Instructor ratings, 3400 hours

AIRPLANE— Cessna Centurion 210 285 h.p.

SPONSORS: H. Meyer & Sons, Wayne; Liberty Aviation, Fairfield, New Jersey

Peggy is flying her fifth TAR placed 12th in 1972. She runs her own flight school, Liberty Aviation, Inc. Her husband, Richard, is also a pilot. Memberships: AOPA, American Home Economics Assn., Kappa Delta Pi, Greater New York Chapter-99's.

No. 46

PILOT (R): **MARY R. CREASON**, Grand Haven, Michigan

RATINGS: ATR, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, Ground Instructor ratings, 4300 hours

CO-PILOT (L): **ELOISE SMITH**, Kalamazoo, Michigan

RATINGS: FAA Examiner, Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, Ground Instructor ratings, 14,500 hours

AIRPLANE: Grumman American Traveler AA5 150 h.p.

SPONSOR: Howmet Corporation, Muskegon, Michigan

This is the second TAR for Mary. She is the owner and chief pilot at Ottawa Air. She has taught her two sons to fly. Her husband, William, is a pilot and they have two other children. Mary was taught to fly by her co-pilot back in 1943. Memberships: Zonta, Michigan Chapter-99's.

This is the second TAR for Eloise, her last race was back in 1955. She is an FAA Examiner and Chief Instructor at Kal-Aero. She taught Mary to fly back in 1943 and probably many other 99's flying in this race. Memberships: Michigan Chapter-99's.



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No. 47

PILOT (L): **PATRICIA WHEELER**, Perry, Michigan

RATINGS: Commercial, SEL, 723 hours

CO-PILOT (R): **ISABEL R. MERMELSTEIN**, East Lansing, Michigan

RATINGS: Private, SEL, 207 hours

AIRPLANE: Cessna Skylane 182 M 230 h.p.

SPONSORS: Robert J. Mermelstein, Capital City Aviation/ Raymond Wheeler, Lansing, Michigan

Patricia is flying her first TAR and is office manager and medical secretary for Flint Medical Lab. Her husband, Raymond, is owner of the flying school, Capital City Aviation where Patricia met him. They have seven children and thirteen grandchildren. Memberships: AAA, AOPA, EAA, FFA, NAC, Michigan Chapter-99's.

This is the second TAR for Isabel who lists her work as Master Of Domestic Arts. She was the first in her family to fly but her husband, Robert, and one son are now pilots. They have two younger children. Memberships: AOPA, Michigan Chapter-99's.

No. 48

PILOT (L): **SALLY LA FORGE**, Los Angeles, California

RATINGS: Commercial, Instrument, SEL, 600 hours

CO-PILOT (R): **RACHEL BONZON**, Santa Monica, California

RATINGS: Commercial, Instrument, SMEL, Ground Instructor ratings, 950 hours

AIRPLANE: Cessna Skylane 182 230 h.p.

This is Sally's fourth TAR. She is an engineer, Chief Performance Programing, at Hughes Helicopters. She has flown two PARs and the Pines to Palms race. Memberships: AHS, AOPA, Los Angeles Chapter-99's.

This is the third TAR for Rachel, her last was in 1969. She is a teacher at the Santa Monica Unified School District. She has two children and one grandchild. She has flown several PARs and Palms to Pine races. Memberships: AOPA, Los Angeles Chapter-99's.



Good Luck In The Race Patricia and Isabel



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No. 49

PILOT (L): **MARY A. LOWE**, Greenville, Illinois

RATINGS: Commercial, Instrument, SMEL, Private Glider, 1300 hours

CO-PILOT (R): **ELIZABETH A. DIECKMANN**, Florissant, Missouri

RATINGS: Private, SEL, 70 hours

AIRPLANE: Cessna Skylane 182P 230 h.p.

SPONSORS: James N. Lowe, Husband of pilot/father of co-pilot Greenville, Illinois

Mary is flying her third TAR, this time with her third daughter. In 1971 she flew with Sylvia, 1972 with Mary. All three daughters are married. Her husband, James, is a pilot and an avid rooster for his "family" team. Memberships: AOPA, NAA, SSA, St. Louis Soaring Society, Greater St. Louis Chapter-99's.

Elizabeth is flying her first TAR. Her husband, Michael, is not yet a pilot but with this family he'd better get started soon. She has flown some local races to gain experience for the Powder Puff Derby. Memberships: Greater St. Louis Chapter-99's.

No. 50

PILOT (L): **JUDY MCCRUM**, Billings, Montana

RATINGS: Commercial, SEL, Basic Ground Instructor, 360 hours

CO-PILOT (R): **SUE LUENEBURG**, Billings, Montana

RATINGS: Private, SEL, 82 hours

AIRPLANE: Mooney Super M20E 200 h.p.

SPONSORS: Leonard Ward Agency; Cliff Potts, Billings, Montana

Judy is actually flying her first TAR as her entry was scratched in 1972. She is a dental technician and owner of Montana Dental Labs. Her husband, "Mac", is a pilot but Judy had a head start having been a pilot before they met. They have two children. Memberships: AOPA, CAP, NAA, Soroptimist Intl., Montana Chapter-99's.

This is the first TAR for Sue. She is a medical technologist at St. Vincent's Hospital in Billings. Sue's father is a flight instructor and she has been flying since 1966. Memberships: Montana Chapter-99's.



Best Wishes To Mary
and Elizabeth
In The 1973 Derby



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No. 51

PILOT (L): **INGRID HEINZ**, Johannesburg, Republic of South Africa
 RATINGS: Commercial, Flight Instructor, SELS, 1200 hours
 CO-PILOT (R): **KUCKI von GERLACH**, Johannesburg, Republic of South Africa

RATINGS: Commercial with open rating to 3500 lbs. Instrument, Grade 2 Instructor rating, 1400 hours

AIRPLANE: Piper Arrow PA28 200 h.p.

This will be Ingrid's fourth trip to the United States to fly in her fourth TAR. She is a registered nurse and a private secretary. She taught her son to fly. She has flown many races in South Africa, among them the Tip to Top. Memberships: WAA, South African Section-99's.

This is Kucki's first TAR and she is working on her Senior Commercial and is eager to fly the U.S.A. She hopes to find a flying job in the States. Memberships: South African Section-99's.

No. 52

PILOT (L): **ANNETTE C. FEDOR**, Cleveland, Ohio
 RATINGS: Commercial, Instrument, SEL, 550 hours
 CO-PILOT (R): **ROSEMARIE MINTZ**, Moreland Hills, Ohio

RATINGS: Private, SEL, 125 hours

AIRPLANE: Beechcraft Bonanza A36 285 h.p.

This is the second TAR for Annette. She is a retired Registered Nurse. Her husband, John, started flying and after several trips Annette decided to learn and on she went with new ratings and the Powder Puff Derby her goal. The Fedor's have three children. Memberships: All-Ohio Chapter-99's.

This is the first TAR for Rosemarie, a former next door neighbor of Annette. She learned to fly with the idea of going in the Powder Puff Derby with her. Her husband, Ronald, is now a student pilot. They have three girls and two sons and enjoy flying to camping and skiing sites. Memberships: CAP.



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and Rosemarie Mintz
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No. 53

PILOT (R): **MARCIA GITELMAN**, Rochester, New York
 RATINGS: Private, Instrument, SELS, Basic Ground Instructor, 570 hours
 CO-PILOT (L): **FRANCES MORRISSEY**, Elmira, New York
 RATINGS: Private, SEL, 202 hours
 AIRPLANE: Piper Arrow PA 28R 200 h.p.
 SPONSORS: Elmira-Corning; Henbest Morrissey Ins. Co.; David Gitelman of N.Y. Life Ins. Co.; and Rochester Pilots Assn.

This is the first TAR for Marcia who is a math teacher at the Harley School in Rochester. Her husband, David, is a pilot and they have two sons who love flying. Memberships: AOPA, Rochester Pilots Assn., Western New York Chapter-99's.

Frances is flying her first TAR and she started flying back in 1965 shortly after her husband, J. Wm. Morrissey, began his lessons. They have five children and use the airplane for pleasure, flying to vacation resorts. Memberships: Western New York Chapter-99's.

No. 54

PILOT (SHOWN): **A.L. "LORRIE" BLECH**, Los Angeles, California
 RATINGS: Commercial, Instrument, SMEL, 530 hours
 CO-PILOT (NOT SHOWN): **DONNA TRACY**, Los Angeles, California
 RATINGS: Private, SEL, 375 hours
 AIRPLANE: Piper Cherokee PA 28 150 h.p.

Lorrie is flying her first TAR. She works as a dispatcher for Fleet Wings Aviation and was taught to fly by her father. Memberships: AOPA, San Fernando Valley Chapter-99's.

Donna is flying her first TAR. She is a truck broker and is President of Apollo Truck Brokerage. Memberships: AOPA, San Fernando Valley Chapter-99's.



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No. 55

PILOT: "TEX" WICKENHAUSER, Godfrey, Illinois

RATINGS: Commercial, SEL, 1000 hours

AIRPLANE: Piper Cherokee PA 28D 180 h.p.

Tex is flying her second TAR. She works as a Public Relations officer for Volunteer Public Relations, International Toast-mistress Clubs — handling public relations and extensions — largest Womens' non-profit educational organization. She and her pilot husband, Joseph, have six children and six grandchildren. Memberships: AOPA, NAA, ZONTA, St. Louis Chapter-99's.

No. 56

PILOT (L): PAM VAN der LINDEN, Fallbrook, California

RATINGS: Commercial, Instrument, SEL, 1260 hours.

CO-PILOT (R): RUTH DILG, Capistrano Beach, California

RATINGS: Private, SEL, 430 hours

AIRPLANE: Bellanca Super-Viking 17-31 290 h.p.

SPONSOR: Fallbrook Real Estate Co., California

Pam, flying her sixth TAR, has been busy this year organizing the start of the POWDER PUFF DERBY. She is a broker-owner of Fallbrook Real Estate. Her husband, Victor, and their three children are all pilots. They fly as a family and for business. Memberships: AOPA, NAP, Natl. Real Estate Fliers Assn., Natl. Assn. Real Est. Boards, Ca. Real Est. Assn. — Palomar Chapter-99's.

Ruth is flying her second TAR and is a computer specialist with the U.S. Marine Corps where she learned to fly. Her husband, Marvin, is a pilot. Memberships: AOPA, El Toro Aero Club, Palomar Chapter-99's.



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No. 57

PILOT (R): MARION JAYNE, Palantine, Illinois

RATINGS: ATR, Com'l., Instrument, Flt. Instructor, SMEL, 2200 hours

CO-PILOT (L): NANCY JAYNE, Palatine, Illinois

RATINGS: Private, SEL, 43 hours

AIRPLANE: Piper Twin Comanche PA 30 320 h.p.

SPONSORS: The Right Tennis Club, Ltd., Schaumburg; Philko Aviation, Inc., Sugar Grove; Invest America Corp., Chicago, Ill.

This mother-daughter team is piloted by Marion flying her sixth TAR. She placed fifth in 1969, 1970 and again in 1972. She won the Angel Derby in 1971. She is president of her sponsoring firm and is a professional horsewoman. She has four children. Memberships: AOPA, NAA, American Horse Shows Assn., Chicago Area Chapter-99's.

This is the first TAR for Nancy. Last year her sister Patricia was co-pilot for her mother. There could be sibling rivalry in the offing if Nancy can help mother better her standing this year. Nancy is a new pilot and a college student.

No. 58

PILOT (R): JAN HEINS, Lincoln, Nebraska

RATINGS: Commercial, Instrument, SEL, 1200 hours

CO-PILOT (L): DIANE BARTELS, Lincoln, Nebraska

RATINGS: Private, SEL, 95 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

SPONSORS: Clayton House Motels; Lincoln Aviation Institute; Aviation Services, Inc.; Weaver Potato Chip Co.; Dale Electronics, Inc.; Midland Aircraft, Inc. all of Nebraska

Jan is flying her third TAR and is Queen of Her Realm which consists of her non-pilot husband, Dr. Robert Heins, and their two daughters and two sons. Memberships: AOPA, Nebraska Chapter-99's.

Diane is flying her first TAR. Her husband, Gary, is a pilot and manager of Clayton House Motel, one of the sponsors for this team. They have two children. Memberships: University Flying Club, Nebraska Chapter-99's.



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No. 59

PILOT: YVETTE HORTMAN, Titusville, New Jersey

RATINGS: ATR, Instrument, Flight/Instrument Flight Instructor, SMEL, All Ground Instructor ratings, 1750 hours

AIRPLANE: Grumman American Traveler AA5 150 h.p.

SPONSORS: Hortman Aviation, Inc., Bristol Pennsylvania; N.A. Hortman, Titusville, New Jersey

This will be the sixth TAR for Yvette who was taught by her husband, retired TWA pilot, N.A. Hortman, for her advanced ratings. She is airport co-manager with her husband and they have three children. Yvette obtained her ATR rating while seven months pregnant. She is a former flight stewardess with TWA and Colonial Airlines. Memberships: AOPA, NATA, N.J. Pilot's Assn., Eastern Pennsylvania Chapter-99's.

No. 60

PILOT: VALERA G. JOHNSON, St. Clair, Missouri

RATINGS: Commercial, Instrument, Flight Instructor, SEL, 3500 hours

AIRPLANE: Beechcraft Bonanza V35B 285 h.p.

SPONSORS: Belmont Industries, St. Clair; Hannibal Chamber of Commerce, Hannibal, Missouri

Valera is flying her seventh TAR. She has been flying since 1962 and constantly searches for chances to fly, doing charter work for Belmont Trailer Sales, her sponsor. She was a Wave/Gunnery instructor. Her husband, Belmont, is a pilot and they have flown to the Bahamas on several Treasure Chest Hunts. Memberships: AOPA, NPA, Greater St. Louis Chapter-99's.



To TAR 59
Yvette Hortman . . .
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Valera Johnson



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No. 61

PILOT (L): **THEO SOMMER**, Peoria, Illinois
 RATINGS: Private, Instrument, SEL, 510 hours
 CO-PILOT (R): **JEANNE MORSE**, Putnam, Illinois
 RATINGS: Private, SEL, 375 hours
 AIRPLANE: Cessna Cardinal 177 150 h.p.
 SPONSOR: George W. Sommer Photos, Peoria, Illinois

This is the second TAR for Theo, her last was back in 1964. She does private nursing and secretarial work. Her husband, George, is a pilot and they have three children and five grandchildren. Memberships: AOPA, NAA, Heart of Illinois Aero Club, Central Illinois Chapter-99's.

This is the second TAR for Jeanne, her last was back in 1967. She is self-employed as a beautician. Her husband, Horace, is not a pilot. They have one child and five grandchildren including two sets of twins. Memberships: Central Illinois Chapter-99's.

No. 62

PILOT (L): **LAURA THOMAS LITTLE**, San Diego, California
 RATINGS: Commercial, SEL, 488 hours
 CO-PILOT (R): **SHIRLEY A. WOLF** San Diego, California
 RATINGS: Private, SEL, 197 hours
 AIRPLANE: Piper Cherokee PA 28 150 h.p.
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This is the second TAR for Laura who works as a real estate salesman for Village Properties. Her hobbies are gardening and camping, and of course, flying. Memberships: AOPA, NAA, NPA, Natl. Assn. Real Estate Flyers, San Diego Chapter-99's.

This is the first TAR for Shirley who is an administrative service officer at the University of California. She has one child. Memberships: AOPA, Flying Samaritans, San Diego Chapter-99's.



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No. 63

PILOT (L): **TERRY VASQUES**, San Diego, California
 RATINGS: Commercial, Instrument, SMEL, 2018 hours
 CO-PILOT (R): **BETTY LAMBERT**, San Diego, California
 RATINGS: FAA Examiner, Commercial, Instrument, Flight/Instrument
 Flight Instructor, SMEL, SES, Ground Instructor ratings, 12,000 hours
 AIRPLANE: Grumman American Traveler AA5 150 h.p.
 SPONSOR: Empire Realty, San Diego, California

Terry is flying her seventh TAR. She is owner of the sponsoring firm, Empire Realty. Her husband, Al, is also a pilot. Terry served on the AWTAR Board from 1959 to 1968 specializing in the handicapping of aircraft. Memberships: AOPA, WACOA, San Diego Chapter-99's.

Betty will be flying her fourteenth TAR, her first was back in 1949. She has placed fourth, third, second. Betty is the chief pilot at El Cajon Flying Service and taught her three sons to fly. And also many 99's and Powder Puffers. Memberships: AOPA, Coast Guard Air Aux., San Diego Chapter-99's.



No. 64

PILOT: **MARTHA BLAIR GAUNCE**, Williston, North Dakota
 RATINGS: Commercial, Instrument, Flight Instructor, SEL, 1500 hours
 AIRPLANE: Piper Cherokee PA 28 150 h.p.
 SPONSOR: Modern Aire Flight Service, Culbertson, Montana

This will be Martha's sixth TAR. She taught her three children to fly. There is one grandchild, age three, a potential pilot and student of Grandma Martha. She has flown several Angel Derbies. Memberships: WASP- a WWII pilot group.

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No. 65

PILOT (R): PAT CLARK, Amherst, Ohio

RATINGS: Private, Instrument, SMEL, 1450 hours

CO-PILOT (L): ELINOR JOHNSON, Dallas, Texas

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, Ground Instructor ratings, 1250 hours

AIRPLANE: Piper Twin Comanche PA 30 320 h.p.

SPONSOR: Superior Air Parts, Inc., Addison, Texas

This is the fourth TAR for Pat. Her father was a pilot back in 1928. Her husband, F. L. Clark, is a pilot and they have three children, two pilot sons-in-law and three grandchildren. Pat's hobby is collecting barbed wire. Memberships: AOPA, FFA, NAC, Texas State Assn., No. Ohio Aircraft Assn., All Ohio Chapter-99's.

This is the third TAR for Elinor who is a medical technologist. Her husband, Rowland, is a pilot and they have four children and one grandchild. Memberships: Dallas Redbird Chapter-99's.

No. 66

PILOT: ESTHER GRUPENHAGEN, Anaheim, California

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, Ground Instructor ratings, 2000 hours

AIRPLANE: Grumman American Traveler AA5 150 h.p.

SPONSOR: Aviation Facilities, Inc., Fullerton, California

This is Esther's third TAR. She started to fly in 1962 and managed to take care of her pilot husband, Max, and three boys while getting her advanced ratings. She is a flight instructor at Aviation Facilities. Memberships: NAC, NAA, Natl. Assn. of Flight Instructors, Orange County Chapter-99's.



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No. 67

PILOT (R): **MARY M. PEARSON**, Valley Center, California
 RATINGS: FAA Examiner, Commercial, Instrument, Flight Instructor,
 SELS, Basic Ground Instructor, 8900 hours

CO-PILOT (L): **HARRIETT P. BOOTH**, Rancho Santa Fe, California
 RATINGS: Private, SEL, 150 hours

AIRPLANE: Piper Cherokee PA 28 150 h.p.

SPONSORS: Bradford W. Pearson, Valley Center; Harry W. Booth, Jr.,
 Rancho Santa Fe, California

Mary is flying her eighth TAR. She learned to fly while in college. She is chief pilot for Flight Trails, operated by her pilot husband, Bradford. They have one child and one grandchild. Mary has taught many Powder Puffers and 99's to fly. Memberships: AOPA, Palomar Chapter-99's.

Harriett is flying her first TAR. Her husband, Harry, is a pilot and they have three children and two grandchildren. Memberships: AOPA, Palomar Chapter-99's.

No. 68

PILOT (R): **ALMA JERMAN HINDS**, Redding, California

RATINGS: Commercial, Instrument, SMEL, 15,300 hours

CO-PILOT (L): **JOYCE WELLS**, Larkspur, California

RATINGS: Commercial, Instrument, SEL, 700 hours

AIRPLANE: Cessna Skylane 182 230 h.p.

SPONSORS: H & H Air Service, Inc., dba Cal-Todd Aviation, Redding,
 California

Alma is flying her first TAR. She started flying in 1939 and was trained by the CPT prior to WWII. She joined the WASPS in 1943. Returning to civilian flying, she operated H & H Flying Service until 1969, when she retired from active business management. She has three children and seven grandchildren. Memberships: AOPA, WASP, Soroptimists.

Joyce is flying her third TAR. She is a substitute school nurse. Her husband, Harold, is a pilot and they have two sons and two daughters. Memberships: AOPA, Calif. Nurses Assn., Bay Cities Chapter-99's.



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No. 69

PILOT: **IRENE BRUNKS**, Massapequa, New York

RATINGS: Commercial, Instrument, SMELS, Commercial Helicopter, Basic Ground Instructor, 1200 hours

AIRPLANE: Piper Cherokee PA 28 180 h.p.

This is the second TAR for Irene who is a teacher of social sciences and the Russian language at Baldwin Secondary schools. She is a former airline stewardess and aircraft dispatcher. Irene has three children and taught her son to fly. Memberships: AOPA, NAA, Whirly Girls, ACLI, PIA, Long Island Chapter-99's.

No. 70

PILOT (L): **MARIAN BURKE**, San Antonio, Texas

RATINGS: FAA Examiner, ATR, Instrument, Flight/Instrument Flight Instructor, SMEL, Ground Instructor ratings 9000 hours

CO-PILOT (R): **RUTH HILDEBRAND**, Houston, Texas

RATINGS: Private, Instrument, SEL, 650 hours

AIRPLANE: Cessna Skylane, 182 230 h.p.

SPONSORS: City of Dumas, Texas; Modern Aero Sales, Inc., Dallas; Tex Berry Corp., Houston.

TAR No. 70, the "Ding Dong Dollies of Dumas" is piloted by Marian flying her sixteenth TAR and she has placed in six of them. She is owner/operator of Burke Aviation and has been flying since 1946. She taught her son, Johnny, to fly and he is now an instructor at Burke Aviation. Memberships: AOPA, San Antonio Chapter-99's.

Ruth is flying her fourth TAR. She is owner/manager of four grooming salons called Classy Canine Cuts. Her husband, Dr. T. G. Hildebrand, is a pilot and they have two sons. Memberships: AOPA, FFA, Houston Chapter-99's.



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No. 71

PILOT: GINI S. RICHARDSON, Yakima, Washington

RATINGS: FAA Examiner, ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, Commercial/Instructor Helicopter, Ground Instructor ratings, 21,000 hours

AIRPLANE: Cessna Centurian 210J 285 h.p.

SPONSOR: Richardson Aviation, Yakima, Washington

Gini, who was the winner of the 1971 POWDER PUFF DERBY, is flying her twenty-first TAR. She placed third and fourth in previous TARs. Gini owns and operates her own flight school. Her husband, Ralph, is a pilot and they have one daughter. Gini served six years on the FAA Women's Advisory Comm. on Aviation. Memberships: AHS, AOPA, NAA, Whirly Girls, WACOA, Eastern Washington Chapter-99's.

No. 72

PILOT: BERNI STEVENSON, North Hollywood, California

RATINGS: Commercial, Instrument, SMEL, 3000 hours

AIRPLANE: Mooney Executive M20F 200 h.p.

Berni is flying her third TAR and she placed third in 1972. Both Berni and her pilot husband, Jim, are pylon racers and Berni came in first in two of her tries. They have two children and four grandchildren. Memberships: AOPA, EAA, NAC, NAA, PRPA, San Fernando Valley Chapter-99's.



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No. 73

PILOT (L): **MARY KRAUTKRAMER**, Bristol, Wisconsin

RATINGS: Private, Instrument, SEL, 320 hours

CO-PILOT (R): **PATRICIA FRIEDMAN**, Highland Park, Illinois

RATINGS: Commercial, Instrument, SMEL, SES, Private Glider, 800 hours

AIRPLANE: Messerschmitt Monsun 150 h.p.

This is the first TAR for Mary who learned to fly at the same time as her husband, Joseph. They have two children. Mary has flown the Angel Derby and several local races. Memberships: AAA, NAA, Chicago Area Chapter-99's.

This is the second TAR for Pat. Her husband, Robert, is a pilot and they have two daughters and one son. Pat has flown the Angel Derby, the Illi-Nines race and other local competitions. Memberships: AAA, AOPA, EAA, NAA, IAC, ACA, ABS, Chicago Area Chapter-99's.

No. 74

PILOT (L): **DR. MARILYN J. TWITCHELL**, Los Angeles, California

RATINGS: Commercial, Instrument, SEL, 314 hours

CO-PILOT (R): **MARY JEAN PYATT**, Los Angeles, California

RATINGS: Commercial, Instrument, SEL, 400 hours

AIRPLANE: Cessna Skylane 230 h.p.

This is the first TAR for Marilyn who is a veterinarian and owner of Pet Medical Center. Memberships: NPA, Amer. Animal Hospital Assn., Amer. Vet. Medical Assn., Amer. Soc. of Veterinarian Ophthalmology, Women's Vet. Medical Assn., Southern California VMA, Long Beach Chapter-99's.

Mary is flying her first TAR and she is the manager of Marilyn's Pet Medical Center. Memberships: Natl. Aerospace Educational Assn., AOPA, Long Beach Chapter-99's.



Best of Luck to TAR No. 73

Mary Krautkramer

and

Pat Friedman

In the 1973 Powder Puff Derby



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No. 75

PILOT (L): **JOYCE ODOM**, Grosse Ile, Michigan

RATINGS: Private, Instrument, SEL, 420 hours

CO-PILOT (R): **PATRICIA ANN DOMAS**, South Lyon, Michigan

RATINGS: Commercial, Instrument, Flight Instructor, SEL, Ground Instructor 790 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

SPONSOR: Marathon Oil Co., Findlay, Ohio

This is the first TAR for Joyce who was taught to fly by her husband, Donald (Mickey). They have four children. Joyce has flown the SMALL race, Indian Fair race and several other local competitions. Memberships: CAP, Michigan Air National Guard Aero, Michigan Chapter-99's.

This is the first TAR for Patricia who is a Research Assistant-Human Factors at the University of Michigan. Her husband, David, is a pilot. Patricia won the Award of Merit in 1968 from Sports Illustrated and was the Top Woman Pilot of NIFA in 1967 and 1968. Memberships: NIFA, Michigan Chapter-99's.

No. 76

PILOT (R): **VIRGINIA N. GILREATH**, Charlotte, North Carolina

RATINGS: Commercial, SMEL, 1000 hours

CO-PILOT (L): **JOSEPHINE ANNE KINCAID**, Citrus Heights, California

RATINGS: Private, SEL, 300 hours

AIRPLANE: Piper Arrow PA 28 R 200 h.p.

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This is the first TAR for Tillie (as she is known to her friends). She is self-employed as a charter pilot. Her husband, Edwin, is a pilot and they have one daughter and one grandson. She has flown several local races. Memberships: AOPA, NPA, NC Aero Club, Pres. of Sky Queen Club, Piedmont Carolina Pilots Assn.

This is the first TAR for Jo who is a teacher in the Rio Linda School District of California. Her husband, Paul, is with the U.S.A.F., and they have two sons and one daughter. Memberships: AOPA, Sacramento Valley Pilots Club.



Good Luck To Joyce Odom
and Patricia Domas
in their 1st race



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Tillie Gilreath
and Jo Kincaid

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Sacramento, California



No. 77

PILOT (R): **CATHERINE GROVER**, Baltimore, Maryland
 RATINGS: Commercial, Instrument, SMEL, Ground Instructor ratings, 800 hours

CO-PILOT (L): **FRANCESCA DAVIS**, Freeport, Grand Bahama Island
 RATINGS: Private, SEL, 205 hours

AIRPLANE: Cessna Skyhawk 172 150 h.p.

SPONSOR: Rufus W. Davis, Freeport, Grand Bahama Island

This is the second TAR for Catherine. She is a secretary at Johns Hopkins University. Her husband, Thomas, is not a pilot but encourages her flying along with their son, John. She is a Red Cross Water Safety Instructor. Memberships: FFA, Maryland Chapter-99's.

Francesca is flying her first TAR. A former TWA stewardess, she married Captain Rufus Davis of TWA and acquired four children at the same ceremony. One son is a rated Commercial and Instrument pilot. The Davis family also has two new daughters, future 99's, and two grandchildren. Memberships: AOPA, Member-at-large-99's.

No. 78

PILOT (L): **RUTH M. STAFFORD**, Lake Lotawana, Missouri
 RATINGS: Commercial, Instrument, SMEL, Private Glider, 656 hours

CO-PILOT (R): **JOAN REINDL**, Leavenworth, Kansas

RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 2000 hours

AIRPLANE: Piper Arrow PA 28 180 h.p.

SPONSORS: Stafford Log Books, Lee's Summit, Missouri; Puckett & Sons, Escondido, California

This is the third TAR for Ruth who was taught to fly by her husband, R. Sheldon Stafford. They have three sons and four grandchildren. Memberships: AOPA, NAA, SSA, Missouri Pilots Assn., Greater Kansas City Chapter-99's.

Joan is flying her second TAR and is a flight instructor at Leavenworth and Atchison Fields. She taught her oldest son to fly and is waiting for the two younger boys to become of pilot age. Her husband, Joseph, is also a pilot. Joan was recently appointed Accident Prevention Counselor for the Leavenworth area. Memberships: AAA, AOPA, EAA, NAA, Greater Kansas City Chapter-99's.



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No. 79

PILOT (L): **BABE WEYANT RUTH**, Lansing, Michigan
 RATINGS: Commercial, Flight Instructor, SEL, 6200 hours
 CO-PILOT (R): **IONE L. SHELTON**, Bowling Green, Ohio
 RATINGS: Private, SEL, 2000 hours
 AIRPLANES: Piper Comanche PA 24 260 h.p.
 SPONSORS: Well Wishers of Lansing; Hayden Transport Tank, Inc., Bowling Green, Ohio.

Babe, flying her third TAR, is a part time flight instructor and writes aviation articles. She taught her husband, Dale, to fly before their marriage. They have two daughters. At the start of the 1972 race, she was given the keys to the Cities of Lansing and E. Lansing, the State of Michigan Flag and the Mayor proclaimed it TAR No. 50's day. Babe is also an FAA Flight Safety Counselor. Memberships: AOPA, FAA, Silver Wings, Michigan Chapter-99's.

Ione is flying her second TAR but her last try was back in 1957. She is a nurse at the BGSU Health Center in Bowling Green. Her husband, Lloyd, is a pilot. Ione has flown thirteen of the SMALL races. Memberships: All-Ohio Chapter-99's.

No. 80

PILOT (L): **ELAINE ROEHRIG**, Utica, New York
 RATINGS: Commercial, Instrument, Flight Instructor, Ground Instructor ratings, 5000 hours
 CO-PILOT (R): **DORIS MILLER**, Schenectady, New York
 RATINGS: Private, SEL, 145 hours
 AIRPLANE: Piper Cherokee PA 28 180 h.p.
 SPONSORS: Riverside School of Aeronautics, Utica, New York, and "Our Husbands."

This team, flying its first TAR, is piloted by Elaine. She is the flight instructor and chief pilot of the Aero Club at Griffis Air Force Base in Rome, N.Y. Her husband, Charles, is a pilot and they have three children and two grandchildren. Memberships: AOPA, EAA, NAA, NAFI, Silver Wings, WIAA, Hudson Valley Chapter-99's.

Doris is in her first TAR and owns her own insurance agency, Lloyd Pike Agency, Inc. in Waterford, N.Y. Her husband, Dr. William Miller, is a pilot and they have five children. Memberships: AOPA, CAP, NPA, Zonta, WIAA, Hudson Valley Chapter-99's.



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 And A
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 Babe Ruth
 and Ione Shelton

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 Best Wishes
 Elaine and Doris



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No. 81

PILOT: ANGELA MASSON, Santa Monica, California

RATINGS: Commercial, Instrument, SEL, 461 hours

AIRPLANE: Bellanca Super Viking 300 h.p.

Angela is flying her second TAR. She is company pilot for Antelope Valley Land Investment Co. Angela has flown many California races. Memberships: AOPA, Pilots International Assn., Long Beach Chapter-99's.

No. 82

PILOT: RUTH ANN RICH, Barstow, California

RATINGS: Commercial, Flight Instructor, 1050 hours

AIRPLANE: Piper Cherokee PA 28 140B 150 h.p.

SPONSOR: Tracy L. Marcum, Daggett, California

Ruth is flying her first TAR and learned to fly in 1969. She is self-employed as a flight instructor. Her husband, George, is a pilot and they have two children. Memberships: AOPA, NAA, Hi Desert Chapter-99's.



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Angela



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No. 83

PILOT: VELDA KING MAPELLI, Denver, Colorado

RATINGS: Commercial, Instrument, 700 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

Velda is flying her second TAR. In 1972 her co-pilot was her daughter, Stephanie Mappelli Beuchat. Velda and her husband, Eugene, started to fly at the same time and in addition to the above named daughter, they have one other child and one brand new grandchild. Memberships: AOPA, CAP, Colorado Chapter-99's.

No. 84

PILOT (L): SALLY S. GREEN, Monroe, Louisiana

RATINGS: Commercial, Instrument, SEL, 700 hours

CO-PILOT (R): LETA POWELL DRAKE, Lincoln, Nebraska

RATINGS: Private, SEL, 113 hours

AIRPLANE: Citabria KCAB 150 h.p.

SPONSORS: Gateway Realty, Lincoln, Nebraska; Maury Paschal Aircraft Sales; Aero Ads, Monroe, Louisiana

Sally is flying her second TAR and she learned to fly in 1971. As soon as she got her commercial license she started her own business, Aero Ads, towing banners. Her husband, Dr. Allan E. Green, is a pilot and they have four young children. They both use their plane for pleasure flying and aerobatic instruction. Memberships: AOPA, EAA

Leta is flying her second TAR. She is hostess, producer, announcer for the Cornhusker TV Corp. of Lincoln, Nebraska. For five years she was the Best Actress at the University of Nebraska and in 1971 won the award for best locally produced commercial in the United States. Memberships: AOPA, Nebraska Chapter-99's.



Best Wishes To Velda King Mapelli



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No. 85

PILOT: **ADELE M. GUALANO**, Tiburon, California

RATINGS: Commercial, SEL, One Jump, 497 hours

AIRPLANE: Grumman American Traveler AA5 150 h.p.

SPONSORS: Western Sport Aviation, Inc., San Jose, California; Pan American Airlines

Adele is flying her first TAR. She is a stewardess with Pan American World Airways. Awards: 1970 NIFA - 2nd Power-off landing event; Top Woman Pilot NIFA Princess; Pacific Coast Intercollegiate Flying Association-2nd navigation event; Miss Air Transport World in 1972. Memberships: AOPA, Santa Clara Valley Chapter-99's.

No. 86

PILOT (R): **HELEN DAVISON**, Gibsonsia, Pennsylvania

RATINGS: Private, Instrument, SEL, 290 hours

CO-PILOT (L): **MARY H. WAITE**, Pittsburgh, Pennsylvania

RATINGS: Private, SEL, 144 hours

AIRPLANE: Beechcraft Musketeer A23-24 200 h.p.

SPONSORS: Howard Johnson's Restaurants & Motor Lodges, Pittsburgh & Southern California

This is the first TAR and the very first race of any type for Helen. She is a Home Economics teacher at Shaler Senior High in Glenshaw, Pa. Her husband, Ellison, is a pilot and they have two children. Memberships: AOPA, Greater Pittsburgh Chapter-99's.

This is also the first TAR and first race for Mary. She is a housewife taking care of her husband, Paul, and their six children ranging in ages from eighteen to eight. Memberships: AOPA, Greater Pittsburgh Chapter-99's.



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No. 87

PILOT (R): **MARY VIAL**, Phoenix, Arizona

RATINGS: Commercial, Instrument, 1400 hours

CO-PILOT (L): **RUBY SHELDON**, Phoenix, Arizona

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, Private/Commercial/Instructor Helicopter, Ltd. Hot Air Balloon, All Ground Instructor ratings, 6000 hours

AIRPLANE: Cessna Skylane 182 230 h.p.

This will be Mary's sixth TAR. Her pilot husband, George, encouraged Mary to learn to fly and now she flies for her husband's business as well as pleasure trips over U.S. and Mexico. The Vials have four children and three grandchildren. Memberships: AOPA, Phoenix Chapter-99's.

Ruby is flying her second TAR. She is a Remote Sensing Technician at the U. S. Geological Survey in Phoenix. She flies for her business all over the U.S. and South America. Memberships: CAP, Whirly Girls, Phoenix Chapter-99's.



No. 88

PILOT: **NELL CONNOLLY**, Huntington Beach, California

RATINGS: Commercial, SEL, 844 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

SPONSOR: Prince Lincoln Mercury, South Gate, California

Nell is flying her sixth TAR. She learned to fly in 1965 and was taught by Mary Pearson, competing with her in this race as TAR No. 67. Her first solo cross country was a ferry trip from Vero Beach, Florida to Palomar to deliver a new Cherokee. Nell has four children. Memberships: Orange County Chapter-99's.

To Mary Vial
and Ruby Sheldon
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For The '73 Derby



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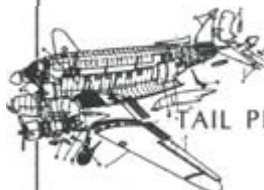
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No. 89

PILOT: FLORENCE ELIZABETH FUHRMAN, Richmond, California

RATINGS: Commercial, SMEL, 570 hours

AIRPLANE: Piper Cherokee PA 28 180 h.p.

Florence is flying her first TAR. Her husband, Kenneth, is not a pilot but joins their three children and two grandchildren in a rousing cheer for TAR No. 89. Florence is a partner in a printing firm with her husband. Memberships: AOPA, EAA.

No. 90

PILOT: TRINA ADELA JARISH, Costa Mesa, California

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, one jump, 1700 hours

AIRPLANE: Beechcraft Bonanza V35A 285 h.p.

SPONSOR: Cool-Ray Inc., Boston, Mass

Trina is flying her seventh TAR and she placed third in 1970 and tenth in 1972, flying co-pilot. Trina has been flying since 1966 and has raced in the IAR, AWNEAR and SMALL races. She was appointed on the Womens Advisory Committee on Aviation in October of 1972. She has flown the U.S., Central America, Mexico, Alaska, Canada and Nova Scotia. Memberships: AOPA, NAC, NAA, NAFI, WACOA, Orange County Chapter-99's.



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No. 91

PILOT (L): **RUTH C. BLISS**, St. Michaels, Maryland

RATINGS: Commercial, Instrument, Flight Instructor, Private Glider, 3000 hours

CO-PILOT (R): **SUSAN P. HANDY**, Easton, Maryland

RATINGS: Private, SEL, 100 hours

AIRPLANE: Piper Arrow PA 28 R 180 h.p.

This will be Ruth's seventh TAR. Ruth and her pilot husband, Elliott, vacation in the Bahamas, mostly on Acklins Island where the "airport is a wide place in a billiard-ball smooth road" to which they shipped their very own 55 gallon drum of gas. Once again Ruth is going cross country to race, not to visit with her three children and five grandchildren which she has done so often. Memberships: AOPA, Washington D. C. Chapter-99's.

Susan is flying her first TAR and she started to fly in September of 1972. She gave up college to be a dispatcher at an airport where she rides jump seats for flying experience and does Kelly Girl work or baby sitting for flying money. Memberships: AOPA.



No. 92

PILOT: **MARSHA E. COPELAND**, Houston, Texas

RATINGS: Commercial, Ground Instructor, 360 hours

AIRPLANE: Grumman American Traveler AAG 150 h.p.

SPONSORS: Air Insurance Agency, Houston; Skyhawk Aviation, Inc. Spring, Texas

This will be the second TAR for Marsha. She is the owner of the sponsoring firm of Air Insurance Agency. Her husband, David, is a pilot with Delta Airlines. They have a two-month-old child. Memberships: PRPA, Houston Chapter-99's.

Best Wishes To Ruth and Susan In The 1973 Powder Puff Derby



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No. 93

PILOT (R): **TERRY LEE LONDON**, Long Beach, California
 RATINGS: Commercial, Instrument, Flight Instructor, SMEL, Commercial Helicopter, one jump, 1,000 hours

CO-PILOT (L): **OLIVIA K. WEATHERED**, Barstow, California

RATINGS: Private, SEL, 200 hours

AIRPLANE: Piper Arrow PA 28 R 180 h.p.

SPONSOR: Barney Frazier Aircraft, Long Beach, California

Terry is flying her second TAR. Her first was back in 1966 when she was co-pilot for her mother, Barbara, a former long-time AWTAR Board member. Her father, Jack, for several years, was the official starter of the PPD. Terry is a student at San Jose State University majoring in Aeronautics. She won the Doris Mullen Whirly Girl Scholarship for helicopter rating and several other awards. Memberships: AHS, CAP, NAA, Whirly Girls, Long Beach Chapter-99's.

Olivia is flying her first TAR and is a fairly new pilot. Memberships: AOPA, Hi-Desert Chapter-99's.

No. 94

PILOT (L): **RUTH J. RENTON**, Wichita Falls, Texas

RATINGS: ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, All Ground Instructor ratings, 1800 hours

CO-PILOT (R): **DR. ELEANOR S. IRVINE**, Wichita Falls, Texas

RATINGS: Private, SEL, 1000 hours

AIRPLANE: Piper Twin Comanche PA 30 320 h.p.

This is the third TAR for Ruth who lists herself as "housewife". Her husband, Dr. Paul N. Renton, is a member of the Flying Physicians. They have two children. Memberships: AOPA, Wichita Falls Chapter-99's.

Eleanor is flying her first TAR. She is a physician at Irvine & Ramsey Lab. Her husband, Dr. E. Wallace Irvine, is a pilot and they have four children. Memberships: Wichita Falls Chapter-99's.



Good Luck to
 Terry London
 and Olivia Weathered



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 Winds
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 and Eleanor Irvine

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No. 95

PILOT (L): **JEANNE L. RUMMM**, North Hollywood, California

RATINGS: Private, Instrument, SEL, 205 hours

CO-PILOT (R): **PATRICIA A. TOHER**, Conoga Park, California

RATINGS: Private, SEL, 100 hours

AIRPLANE: Beechcraft Sundowner C-23 180 h.p.

SPONSOR: Beech Aero Club, Van Nuys, California

This is the first TAR for Jeanne who is Vice President of Aircraft Spark Plug Service in North Hollywood. She has flown the PAR race. Memberships: AOPA, NAA.

Patricia is also flying her first TAR. She does secretarial work for Teledyne, Inc. in Los Angeles. Memberships: AOPA.

No. 96

PILOT (R): **JEAN S. WEST**, Oreana, Illinois

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, All

Ground Instructor ratings, 1566 hours

CO-PILOT (L): **MARGIE R. JONES**, Cutler, Illinois

RATINGS: Private, SEL, 220 hours

AIRPLANE: Cessna Skyhawk 172 150 h.p.

Jean is flying her first TAR and is self-employed as flight and ground instructor. She taught her husband, Robert, to fly. They have two children. Jean is an FAA Safety Counselor. Memberships: AOPA, EAA, NAC, Central Illinois Chapter-99's.

This is the first TAR for Margie who works for Sparton Printing. Her husband, Jack, is not a pilot. They have two children and one grandchild. Memberships: AOPA, Central Illinois Chapter-99's.



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No. 97

PILOT (Shown): **GEORGIA E. PAPPAS**, Arlington, Massachusetts

RATINGS: Commercial, Instrument, SEL, 900 hours

CO-PILOT (Not Shown): **KATHERINE HEYM**, Lexington, Massachusetts

RATINGS: Commercial, SELS, 425 hours

AIRPLANE: Grumman American Traveler AA-5 150 h.p.

SPONSOR: Massport Authority, Boston, Mass.

This is the second TAR for Georgia but first as pilot in command. She is Consumer Services Supervisor at Logan International Airport for MASSPORT Authority. She has placed second in the last three years of flying the AWNEAR. Memberships: CAP, NAC, NAA, NPA, WACOA, Eastern New England Chapter-99's.

Katherine is flying her first TAR and is a mathematician with MIT Draper Lab. in Cambridge. She has flown two IAR's. Memberships: EAA, Eastern New England Chapter-99's.

No. 98

PILOT (R): **JEAN C. ROSE**, Palos Verdes Estates, California

RATINGS: ATR, FAA Examiner, Com'l, Instrument, FIA, FII, AMEL, All Ground Instructor Ratings, 18,500 hours.

CO-PILOT (L): **JANICE LEE FREE**, Vista, California

RATINGS: Private, SEL, 150 hours

AIRPLANE: Cessna Skyhawk 150 h.p.

SPONSORS: Camino Construction and R. L. Thibodo Construction, San Marcos, California

Jean is flying her seventeenth TAR and was the winner in 1950. She is the chief pilot at Rose Aviation of which her husband, Rex, is president. Jean was a WASP during WWII. Memberships: NAA, WASP, San Fernando Valley Chapter-99's.

Janice is flying her third TAR. Her husband, Stuart, is foreman for Thibodo Construction. Mary Pearson, TAR No. 67, taught Stuart to fly 12 years ago and Janice three years ago. Janice flew the Vixen-Frisk Race in 1970 and placed third. Memberships: Palomar Chapter-99's.



The class of '73



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No. 99

PILOT: **SAMMY MCKAY**, Grand Blanc, Michigan

RATINGS: Commercial, SEL, 1500 hours

AIRPLANE: Cessna Centurion 210H 285 h.p.

SPONSOR: "Dear Old Dad" — Superior Pontiac Cadillac, Flint, Michigan

Sammy is flying her sixteenth TAR and Dear Old Dad, George McKay, is coming close to a record himself having sponsored 15 TARs, 16 SMALL races and 8 Angel Derbies. Bea Steadman, former Ninety-Nine President, was Sammy's instructor. Memberships: AOPA, NAC, Michigan Chapter-99's.

No. 100

PILOT (L): **MARGARET CALLAWAY**, San Pedro, California

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, 11,000 hours

CO-PILOT (R): **DOTTIE SANDERS**, Santee, California

RATINGS: Private, Instrument, SEL, 1,535 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

SPONSOR: Sperry Air Services, Inc., Torrance, California

Margaret is flying her fifteenth TAR. She is a flight instructor for her sponsoring firm and taught her two daughters to fly. Her husband, Richard, is a pilot. Margaret has flown six IARs and other local races. Memberships: Long Beach Chapter-99's.

Dottie, who was co-pilot for the winning team in 1972, is flying her eighteenth TAR. Her 1972 winning team also placed second in 1971. Her late husband, Robert, taught her to fly and all the Powder Puffers miss him very much as he was the official starter of the race for many years. Memberships: AOPA, So. California Aviation Breakfast Club, S.D. Aerospace Museum, El Cajon Valley Chapter-99's.



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No. 101

PILOT: RUTH E. CROWELL, Enfield, Connecticut

RATINGS: ATR, Commercial, Instrument Flight Instructor, SMEL, SES, Ground Instructor ratings, 3,000 hours

AIRPLANE: Beechcraft Bonanza V35A 285 h.p.

SPONSOR: AirKaman, Inc. Windsor Locks, Connecticut

This will be the second TAR for Ruth who is a flight and ground school instructor for her sponsoring firm. She has one daughter aged eight. Ruth has also flown the AWNEAR. Memberships: AOPA, CAP, NAA, AMC, NOW, Connecticut Chapter-99's.

No. 102

PILOT (R): HALDIS RAUCHFUS, San Gabriel, California

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, All Ground Instructor ratings, 2,000 hours

CO-PILOT (L): LINDA MURRAY, Beverly Hills, California

RATINGS: Private, SEL, 80 hours

AIRPLANE: Piper Cherokee PA 28 150 h.p.

SPONSOR: Parents: Mr. and Mrs. Robert Murray, Beverly Hills, California

This will be the third TAR for Haldis. She is a computer operator for the Santa Anita Race Track. Her wards: five kittens. She has instructed for a flying club called the Golden Birds. Memberships: Los Angeles Chapter-99's.

This is the first TAR for Linda who is a student at the Beverly Hills High School and was taught to fly by her father. She has one pet — a rabbit — named Harvey?



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No. 103

PILOT (L): CHRISTINE GILMORE, Atlanta, Georgia

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SELS, 1,104 hours

CO-PILOT (R): CAROL BOGAN STEINER, Atlanta, Georgia

RATINGS: Private, SEL, 220 hours

AIRPLANE: Cessna Skyhawk 172 145 h.p.

This is the first TAR for Christine who is an instructor in history at Georgia State University. Her hobby is playing an organ. Memberships: AOPA, Fulton Flyers Club.

Carol is flying her first TAR and is an instructor in nursing at Georgia State University. Her husband, James, is a student pilot. Memberships: American Nurses Assn., American Public Health Assn.

No. 104

PILOT (R): MARJORY S. ROBBINS, Los Angeles, California

RATINGS: Commercial, SEL, 440 hours

CO-PILOT (L): SHIRLEY R. THOM, La Canada, California

RATINGS: Private, SEL, 300 hours

AIRPLANE: Piper Cherokee PA 28 180 h.p.

SPONSORS: Fallon Engineering Co., Barry's Draperies, World West Aviation, PS Air Leasing, Inc., Koret of California, Dial Industries — all of California

This is the first TAR for Marjory who was given her instruction for her advanced ratings by her pilot husband, Richard. They have two young children. Memberships: AOPA, San Fernando Valley Chapter-99's.

Shirley is flying her first TAR and is interior decorator under the name of Shirley Thom Interiors. Her husband, Eugene, is a pilot and they have two children. Memberships: AOPA, San Fernando Valley Chapter-99's.



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Christine and Carol



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No. 105

PILOT (R): **SHIRLEY LEHR**, Sacramento, California

RATINGS: Commercial, SEL, 600 hours

CO-PILOT (L): **M. DARLENE KELLEY**, Roseville, California

RATINGS: Private, SEL, 368 hours

AIRPLANE: Mooney Ranger M20C 180 h.p.

This will be the third TAR for Shirley who is self-employed as a public stenographer. Her husband, Ernest, is not a pilot but joins their two sons wishing TAR 105 good tail winds. Memberships: AOPA, NAA, Sacramento Sky Roamers, Sacramento Valley Chapter-99's.

Darlene is flying her first TAR. She is self-employed as a consultant for Jiffy Carpet Cleaners. Her husband, Robert, is not a pilot. Memberships: AOPA, CAP, South Placer Aviation, Sacramento Valley Chapter-99's.

No. 106

PILOT (R): **KATHLEEN WOOD**, Sullivan, Illinois

RATINGS: Commercial, Instrument, SMEL, 840 hours

CO-PILOT (L): **CLARISSA HOLCOMB**, Baldwin, Illinois

RATINGS: Private, Instrument, SEL, All Ground Instructor ratings, 600 hours

AIRPLANE: Mooney Executive M20F 200 h.p.

SPONSORS: Wood Aviation and Jean Wood, Sullivan; Max E. Holcomb, Baldwin, Illinois

This is the second TAR for Kathleen. She is co-manager of Wood Aviation with her pilot husband, Jean. They have two children. Jean aided Kathleen in gaining her advanced ratings. Memberships: AOPA, Central Illinois Chapter-99's.

This will be the third TAR for Clarissa. She is a "sometime" teacher. Her husband, Max, is a pilot and a co-sponsor of this team. Memberships: AOPA, Central Illinois Chapter-99's.



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and Clarissa Holcomb



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No. 107

PILOT: **LINDA TURK**, Beaumont, Texas

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, Ground Instructor rating, 800 hours

AIRPLANE: Beechcraft Debonair 35-C33 225 h.p.

SPONSORS: J&J Manufacturing Company, Beaumont, Texas; Jerry's Aviation, Jefferson County Airport

This is the first TAR for Linda who is a high school art teacher at Nederland, Ind. School District and she is a partner in Jerry's Aviation. She has two sons, eleven and eight. Memberships: CAP, Houston Chapter-99's.

No. 108

PILOT (R): **JO ANN STEIERT**, Van Nuys, California

RATINGS: Commercial, SEL, 470 hours

CO-PILOT (L): **GRACE McGETTIGAN**, Los Angeles, California

RATINGS: Private, SEL, 200 hours

AIRPLANE: Rallye MS 894A 220 h.p.

SPONSOR: Aerospatiale, Paris, France

The first RALLYE ever to fly the POWDER PUFF DERBY is being piloted by a first TARer Jo Ann. She is the only pilot in her family. She has three sons who are still too young to fly but they enthusiastically endorse mother's flying. She is a controller/treasurer for Miny Corporation. Memberships: AOPA, Los Angeles Chapter-99's.

Grace is flying her first TAR. She is a legal secretary for Mitchell, Silberberg & Knupp. Her husband, John, is not a pilot but is enthusiastic about her flying. He is a movie/TV producer. Memberships: Los Angeles Chapter-99's.



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Canadian Entry: Lorna De Blicoquy, pilot, and Betty Jane Schermerhorn, co-pilot.

Australian Mother/Daughter Team Ruth Hodges, Pilot, Pie Gursansky, Co-Pilot.

Brigitte Hoeck and Mutz Trense from Germany, and Ingrid Heinz from South Africa, with FAA Administrator John H. Shaffer.



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To be eligible to race the airplane must have been manufactured on or after January 1, 1963. Handicaps apply only to specific airplanes, engine models and propeller combinations stated. Handicaps for fixed gear airplanes are for planes with speed fairings (wheel pants and/or struts). Airplanes without speed fairings - subtract 2 MPH from handicap shown. Speed fairings are considered optional by AWTAR, Inc.

The AWTAR Board of Directors handicaps airplanes at the engine limits as approved by the Federal Aviation Administration for each airplane certified.

To be eligible, airplanes must be approved to operate at their highest power available continuously.

When maximum power is approved only for take-off for 1 to 5 minutes duration, no adequate reliable means for monitoring a contestant's use of power exists. Therefore, the Board of Directors of AWTAR, Inc. has ruled that any airplane that cannot be operated at its maximum power available continuously shall be ineligible to compete.

Manufacturer	Years	Horsepower	Handicap (MPH)	Manufacturer	Years	Horsepower	Handicap (MPH)
AERO COMMANDER				CHAMPION CITABRIA			
200 A B C	1963 - 1964	260	188	7GCAA no flaps, not inverted system		150	110
200 D	1965 - 1968	285	191	7GCBC with flaps, not inverted (longer wingspan)		150	108
100 Darter	1966 - 1969	150	108	7KCAB no flaps, with inverted system (same wingspan as 7GCAA)		150	110
BEECHCRAFT				GRUMMAN AMERICAN			
Travel Air B-E-95	1963 - 1968	360	188	Traveler	1972 - 1973	150	121
Bonanza P	1963	260	179	LAKE			
Bonanza S	1964 - 1965	285	185	LA 4	1963 - 1970	180	124
Bonanza V-35,				MAULE			
V-35A - V-35B	1966 - 1973	285	184	M4 Strata Rocket - Franklin engine		220	139
Bonanza 36, A-36	1968 - 1973	285	178	MESSERSCHMITT			
Bonanza C-33A,				BO-209 Monsun		150	125
E33A, F33A	1966 - 1973	285	182	MOONEY			
Bonanza G-33	1972	260	179	Mark 21 M20C	1963 - 1968	180	153
Bonanza E-33, F-33	1968 - 1970	225	169	Ranger M20C	1968 - 1969	180	153
Debonair B-33, C-33	1963 - 1967	225	169	Aerostar 200	1970 - 1971	180	153
Muskeeter A-24-R	1970 - 1971	200	145	Super 21 M20E	1964 - 1967	200	164
Sierra	1972 - 1973	200	145	Chaparral M20E	1968 - 1969	200	164
Muskeeter A-23-24	1966 - 1971	200	132	Aerostar 201	1970 - 1971	200	164
Muskeeter Custom	1969 - 1971	180	125	Executive 21 M20F	1966 - 1969	200	161
Sundowner	1972 - 1973	180	125	Aerostar 220	1970 - 1971	200	161
Muskeeter A23	1963 - 1968	165	123	Master M20D	1963 - 1967	180	125
Muskeeter 23	1963	160	119	Statesman M20G	1968 - 1970	180	151
Muskeeter A-23-19	1965 - 1971	150	116	PIPER			
Sport B19	1972 - 1973	150	116	Seneca	1972 - 1973	400	178
BELLANCA				Twin Comanche PA-30	1963 - 1970	320	187
260 A thru C (without nose-wheel door)	1963 - 1968	260	171	Twin Comanche			
Super Viking				PA-30 C/R	1963 - 1970	320	188
(Lycoming only)	1969 - 1971	290	176	Twin Comanche PA-39	1970 - 1973	320	189
Super Viking				Comanche PA-24-400	1964 - 1965	400	200
(Lycoming only)	1971 - 1973	300	177	Comanche PA-24-260	1965	260	180
CESSNA				Comanche PA-24-260B	1965 - 1969	260	181
Skymaster 336	1964	420	158	Comanche PA-24-260C	1969 - 1972	260	180
Skymaster				Comanche PA-24-250	1963 - 1964	250	172
A B C D E 337	1965 - 1973	420	174	Comanche PA-24-180	1963 - 1964	180	149
210 B-C	1963	260	172	NOTE BENE: PA-24s 180, 250, 260 series MUST comply with AD 72-22-5			
210 D-E Centurion	1964 - 1965	285	178	Piper, 2.b. - "alteration of the rudder in accordance with Piper Service Kit No. 760705."			
210 F Centurion	1966	285	177	Arrow PA-28-R	1967 - 1969	180	150
210 G Centurion	1967	285	182	Arrow PA-28-R	1969 - 1971	200	155
210 H - J Centurion	1968 - 1969	285	183	Arrow II	1972 - 1973	200	156
U 206				Cherokee 6 PA-32-300	1966 - 1973	300	154
4 seats minimum	1964 - 1966	285	154	Cherokee 6 PA-32-260	1965 - 1973	260	146
P 206				Cherokee PA-28-235			
4 seats minimum	1965 - 1972	285	154	constant speed	1964 - 1972	235	147
205 - 205A				Cherokee PA-28-235			
4 seats minimum	1963 - 1964	260	147	constant speed	1973	235	145
185 Skywagon				Cherokee PA-28-235			
4 seats minimum	1963 - 1966	260	154	fixed pitch	1964 - 1972	235	148
182 Skylane	1963 - 1973	230	144	Cherokee PA-28-235			
180	1963 - 1973	230	145	fixed pitch	1973	235	146
177 Cardinal	1968	150	122	Cherokee PA-28-180	1963 - 1972	180	132
177 Cardinal (fixed pitch)	1969	180	130	Cherokee PA-28-180	1973	180	131
177 Cardinal				Cherokee PA-28-160	1963 - 1969	160	125
(constant speed)	1970 - 1973	180	131	Cherokee PA 28-150	1963 - 1967	150	123
177 Cardinal RG	1971	200	154	Cherokee PA 28-140	1964 - 1973	150	121
177 Cardinal RG	1972 - 1973	200	155	Super Cub PA 150	1963 - 1971	150	109
175 Skylark	1963	175	126	RALLYE			
172 Skyhawk	1963 - 1968	145	117	Minerva 220		220	133
172 Skyhawk (Eligible)	1968 - 1973	150	119	WINDDECKER EAGLE			
only with Propeller Model No. 1C						285	189
160/CTM 7553 Part No. C 161001-0305) (Serialized in production starting with No. 172-59701).							

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Resume of Past Races

Year Start and Terminus	Total Miles	Planes Entered	Winners Pilot & Co-Pilot	Aircraft	Average (Mph) Ground Speed
1947 Palm Springs, Cal. to Tampa, Florida	2242	1	P—Carolyn West CP—Beatrice Medes	Ercoupe 85 hp.	102.0
1948 Palm Springs, Cal. to Miami, Florida	2540	6	P—Frances Nolde	Navion 150 hp.	148.0
1949 San Diego, Cal. to Miami, Florida	2544	16	P—Lauretta F. Savory CP—Sue Kindred	Piper Clipper 108 hp.	121.1
1950 San Diego, Cal. to Greenville, S. C.	2460	33	P—Jean P. Rose CP—"Boots" Seymour	Taylorcraft 65 hp.	123.0
1951 Santa Ana, Cal. to Detroit, Mich.	2348	44	P—Claire Walters CP—Frances Bera	Cessna 140 85 hp.	121.16
1952 Santa Ana, Cal. to Teterboro, N. J.	2355	41	P—Shirley Froyd CP—Martha Baechle	Cessna 140 85 hp.	104.05
1953 Lawrence, Mass. to Long Beach, Cal.	2678	49	P—Frances Bera CP—Marcella Duke	Stinson 165 165 hp.	119.37
1954 Long Beach, Cal. to Knoxville, Tenn.	1986	51	P—Ruth Deerman CP—Ruby Hayes	Cessna 140A 90 hp.	121.99
1955 Long Beach, Cal. to Springfield, Mass.	2787	47	P—Frances Bera CP—Edna Bower	Cessna 180 180 hp.	175.0
1956 San Mateo, Cal. to Flint, Mich.	2366	50	P—Frances Bera CP—Edna Bower	Beech Bonanza E35 - 225 hp.	183.0
1957 San Mateo, Cal. to Philadelphia, Pa.	2567	49	P—Alice Roberts CP—Iris Critchell	Beech Bonanza C35 - 205 hp.	188.53
1958 San Diego, Cal. to Charleston, S. C.	2177	69	P—Frances Bera CP—Evelyn Kelly	Beech Bonanza A35 - 205 hp.	177.87
1959 Lawrence, Mass. to Spokane, Wash.	2470	66	P—Aileen Saunders CP—Jerelyn Cassell	Cessna 172 145 hp.	127.2
1960 Torrance, Cal. to Wilmington, Del.	2509	85	P—Aileen Saunders CP—June Douglas	Cessna 172 145 hp.	136.0
1961 San Diego, Cal. to Atlantic City, N. J.	2709	101	P—Frances Bera	Beech Bonanza E35 - 225 hp.	182.2
1962 Oakland, Cal. to Wilmington, Del.	2546	54	P—Frances Bera CP—Edna Bower	Beech Bonanza F35 - 225 hp.	196.41
1963 Bakersfield, Cal. to Atlantic City, N. J.	2460	47	P—Virginia Britt CP—Lee Winfield	Piper Cherokee 180 - 180 hp.	158.8
1964 Fresno, Cal. to Atlantic City, N. J.	2573	61	P—Mary Ann Noah CP—Mary Aikins	Piper Cherokee 160 - 160 hp.	130.17
1965 El Cajon, Cal. to Chattanooga, Tenn.	2407	79	P—Mary Ann Noah CP—Mary Aikins	Piper Cherokee 160 - 160 hp.	144.2
1966 Seattle, Wash. to Clearwater, Fla.	2876	91	P—Bernice Steadman CP—Mary Clark	Piper Comanche 260 - 260 hp.	208.37
1967 Atlantic City, N. J. to Torrance, Cal.	2497	76	P—Judy Wagner	Beech Bonanza K35 - 250 hp.	200.24
1968 Van Nuys, Cal. to Savannah, Ga.	2469	81	P—Margaret Mead CP—Billie Herrin	Bellanca Cruisemaster - 230 hp.	174.46
1969 San Diego, Cal. to Wash., D. C.	2515	95	P—Mara Culp	Piper Comanche 260 - 260 hp.	210.39
1970 Monterey, Cal. to Bristol, Pa.	2760	98	P—Margaret Mead CP—Susan Oliver	Piper Comanche 260 - 260 hp.	202.10
1971 Calgary, Canada to Baton Rouge, La.	2442	150	P—Gini Richardson	Cessna 210J 285 hp.	207.70
1972 San Mateo, Cal. to Toms River, N. J.	2616	106	P—Marian Banks CP—Dottie Sanders	Piper Comanche 260 - 260 hp.	207.21

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1972 WAS TAILWINDS ALL THE WAY

The fastest times for the 26th Annual POWDER PUFF DERBY were on the take-off leg, San Carlos, Ca. to Winnemucca, Nev., with scores of 36 plus, and on the homestretch from Latrobe, Pa. to Toms River, N.J., with scores of 42 plus. Pat Jetton and Marge Barr of Dallas, Tex. made a plus 42.96774 on that last leg, but it didn't bring their score up enough to displace the top overall winners.

Grandmothers, with four grandchildren each, claimed the three top spots. Marian Banks and co-pilot Dottie Sanders of San Diego and Santee, Ca. in a Piper Comanche 260 won the big money on their 16th try with a plus 31.2 score over their handicap of 176 mph. They placed second in 1971. Solo pilot, Helen McGee, Sonora, Ca., also in a Piper Comanche 260, zoomed into second place with a plus 30.9, only .304 behind Marian, having worked her way up from sixth and fourth places in five race tries. Aerobatic solo pilot Bernie Stevenson, No. Hollywood, Ca., steered her 200 hp Mooney to third place on her second try. Helen Wilke, Dallas, and Kathy Long, Irving, Tex., trailed Bernie by only .407. A Piper Twin-Comanche piloted by veteran racer Marion Jayne and her college daughter, Patricia, Palatine, Ill., were close behind in fifth place (as in 1971) with only .773 separating them from fourth place. Closer yet were Toni Kuhns, San Carlos, and Pat Appel, Atherton, Ca., losing fifth place by only .1258 points.

The close competition continued as Pauline Glasson with co-pilot Donna Golden, Corpus Christi, Tex., brought Pauline's 150 hp Cessna 172 into seventh place, only .453 off sixth place. Each year Pauline flies with a new co-pilot she has taught to fly believing the race provides great training as well as fun. Also in the money in eighth place were Sophia Payton, Coraopolis, Pa., a previous second and fifth placer, with co-pilot Pat Fairbanks, Cincinnati, Ohio, in a Mooney Mark 21, 180 hp. In ninth place was Margaret Mead, a two-time winner from Manhattan Beach, Ca. with co-pilot Lucy Moori Brooks, a first-timer from Palos Verdes, Ca. In tenth slot was first-time Powder Puffer Landon Storrs of Hamden, Conn. with co-pilot Trina Jarish, Costa Mesa, Ca., who is usually in the money where air racing is concerned.



Winners Marian Banks and Dottie Sanders with FAA Administrator, J. H. Shaffer.



Front row, left to right: Marian Banks, Dottie Sanders, Helen McGee, Bernie Stevenson, Helen Wilke, Kathy Long, Marion Jayne, Patricia Jayne. Back row, left to right: Toni Kuhns, Pat Appel, Pauline Glasson, Donna Golden, Sophia Payton, Pat Fairbanks, Margaret Mead, Lucy Moori Brooks, Landon Storrs, Trina Jarish.

LEG PRIZES

Leg No.	From	To	Place	Award	Thanks To:
1	4XC	PRC	1st 2nd	\$100 } \$ 50 }	Phoenix Chamber of Commerce
2	4XC	ABQ	1st	\$100	Greater Albuquerque Chamber of Commerce
3	PRC	LBL	1st 2nd	\$100 } \$ 50 }	Cash, Sullivan & Cross Ins., Prescott Aviation Inc., Cutter Aviation Inc., Zonta & Rotary Clubs of Prescott, Kuykendall Motors, Al Crawford Motors, Prescott C of C, Friendly Pines Camp, Camp Trails Co., Arizona Bellanca Co., Don Skinner Aviation Ins.
4	ABQ	TOP	1st	\$100	Boone Agency, Inc., Topeka
5	LBL	ALO	1st 2nd 3rd	\$100 } \$ 75 } \$ 50 }	Liberal Chamber of Commerce Madden Oil Co., Woolwine Supply Co., Carlile Ready-Mix, Beech Aircraft Corp., Liberal Truck, Inc., Virgil Dieterich, Radke L. Light Lumber Co., Carlile Sand and Gravel
6	TOP	ALO	1st	\$100	Capitol Air Service, Jayhawk Aviation Center Inc., Highland Park State Bank - all of Topeka Silver Tray to co-pilot - Dwyer Aircraft, Mason City, Iowa
7	TOP	CMI	1st	\$100	Topeka Chapter of The Ninety-Nines, Inc.
8	ALO	FNT	1st	\$100	Dick Armstrong & Don Markee, friendly electrical contractor competitors.
9	CMI	IAG	1st	\$100	Kentucky Fried Chicken of Niagara Falls, Inc.
10	FNT	ELM	1st	\$100	Michigan National Bank, Flint Branch
11	IAG	ELM	1st	\$100	Niagara Falls Auto Dealers Association



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Jeppesen CR-3 Computer to co-pilot.

Second Place

AWTAR Trophy for Pilot and Co-pilot.
\$3,000 Cash.
Jeppesen Mach IV ATP Course to pilot.
Jeppesen CR-3 Computer to co-pilot.

Third Place

AWTAR Trophy for Pilot and Co-pilot.
\$2,000 Cash.
Jeppesen Mach II Instrument Course to Pilot.
Jeppesen Standard Instrument Hood to Co-pilot.

Fourth Place

AWTAR Trophy for Pilot and Co-pilot.
\$1,000 Cash.
Jeppesen Mach II Instrument Course to pilot.
Jeppesen CR-5 Computer to co-pilot.

Fifth Place

AWTAR Trophy for Pilot and Co-pilot.
\$500 Cash.
Jeppesen Deluxe Instrument Hood to pilot.
Jeppesen CR-5 Computer to co-pilot.

Sixth Place

AWTAR Trophy for Pilot and Co-pilot.
\$400 Cash.

Seventh Place

AWTAR Trophy to Pilot and Co-pilot.
\$300 Cash.

Eighth Place

AWTAR Trophy to Pilot and Co-pilot.
\$100 Cash.

Ninth Place

AWTAR Trophy to Pilot and Co-pilot.
\$100 Cash.

Tenth Place

AWTAR Trophy to Pilot and Co-pilot.
\$75 Cash.

Highest Score by a Crew Whose Combined Time is 700 Hours or Less.

\$100 Cash from AWTAR.

Highest Score for a Pilot Flying Solo.

\$100 Cash and a Barometer (Donated by VOLNEY G. BENNETT LUMBER CO., Camden, N.J.)

Highest Score by a Crew Flying the AWTAR for the First Time.

\$100 Cash (Donated by PAT KELLEY TOURS & TRAVEL INC., Honolulu, Hawaii.)

Highest Score of a Crew from a Country other than the U.S.

\$100 Cash. (Donated by Cool-Ray, Inc., Boston, Mass. and N. S. Smith Trucking Service, Los Angeles, Calif.)

Highest Score by a Mother/Daughter Team.

Tiffany 400 Day Electronic Clock from AWTAR.

Daily Overall Top Score for 1st, 2nd and 3rd Day of Race.

Chronograph for Pilot and Co-pilot from AWTAR.

Highest Score of Entry Piloting a Plane Powered by a TELEDYNE CONTINENTAL engine.

\$100 Cash and a Revere Bowl (Donated by TELEDYNE CONTINENTAL MOTORS, Detroit, Michigan).

Highest Score in Each Class of Aircraft of Which There are at Least Three in Competition.

145 - 165 hp
166 - 199 hp
200 - 239 hp
240 - 284 hp
285 - 450 hp

Sherpa Graph Chronograph to Pilot (Donated by FLYING MAGAZINE, N.Y.C.)

CHAMPION SPARK PLUG Awards

(To be presented to the winners if they are using CHAMPION SPARK PLUGS)

First Place\$300 Cash
Second Place 200 Cash
Third Place 100 Cash
Fourth Place 50 Cash
Fifth Place 25 Cash
(Presented by CHAMPION SPARK PLUG CO., Toledo, Ohio)

AC SPARK PLUG Awards

(To be presented to winners if they are using AC SPARK PLUGS)

First Place\$300 Cash
Second Place 200 Cash
Third Place 100 Cash
Fourth Place 50 Cash
Fifth Place 25 Cash
(Presented by AC SPARK PLUG DIVISION, Flint, Michigan)

BEECHCRAFT Awards

A. If the Winning Airplane is a BEECHCRAFT - \$1500 Cash OR Two Weeks use of a Beechcraft Bonanza, all expenses paid, (in Continental U.S.A.).
B. If a Competitive Airplane Wins - Then to BEECHCRAFT placing highest in the race.
\$1000 Cash OR Equivalent in Training at winner's local Beechcraft Aviation Center.
C. TO SECOND HIGHEST PLACING BEECHCRAFT in the race.
\$500 Cash OR Equivalent in Training at winner's local Beechcraft Aviation Center.
"Employees of Beechcraft Corp. and its subsidiaries are not eligible for prizes."

CESSNA AIRCRAFT Awards

\$1500 if Contestant wins 1st place in a CESSNA.
\$1000 if Contestant wins 2nd place in a CESSNA.
\$750 if Contestant wins 3rd place in a CESSNA.
Contestants flying CESSNAS not placing in top three positions.
\$300 to Contestant placing highest in the race.
\$100 to next seven Contestants in next seven highest positions.

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Winners and Friends. . .



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Captain Elgen M. Long of FLYING TIGER LINES, Billy Teerling, WASP, Pappy Boyington, 1972 Honorary Starter and Kay Brick, Chairman/Executive Director of the POWDER PUFF DERBY.

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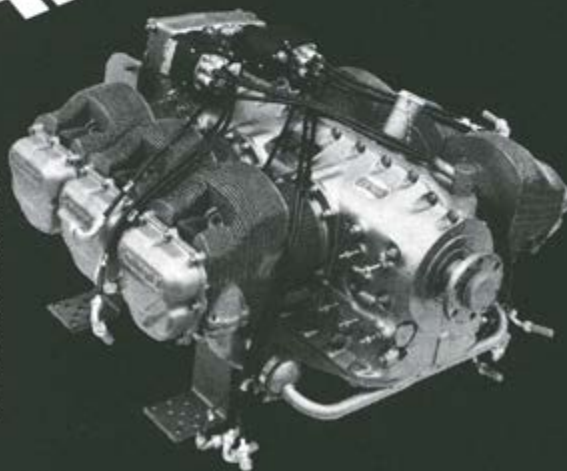


The Gee Bee Racer, with James Doolittle at the controls set a pace for aviation in 1932 by breaking world speed records. Doolittle was to do more pacesettering a decade later as a World War II aviator.



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*Sunward I've climbed, and
joined the tumbling mirth
of sun-split clouds, and
done a hundred things*

*You have not dreamed
of—wheeled and soared
and swung high in the
sunlit silence. Hov'ring
there,*

*I've chased the shouting
wind along, and flung my
eager craft through
footless halls of air . . .*

*Up, up the long, delirious,
burning blue I've topped
the wind-swept heights
with easy grace,*

*Where never lark, or even
eagle, flew; and, while
with silent, lifting mind I've
trod*

*The high untrespassed sanc-
tity of space, put out my
hand, and touched the
face of God.*

—John Gillespie Magee Jr.

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Joan L. Huber
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Faye L. Brick
 Chairman of the Board

Each Powder Puff Derby Contestant who finishes the race, without violations within the allotted time, will receive a copy of the above award with her name individually inscribed. A similar certificate is given to Corporate General Race Fund Contributors and those providing Special Services, as a token of appreciation for their support.

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Take Off Run (Ft.)	800	550
Rate of Climb (Ft. per Min.)	600	950
Gross Weight (Lbs.)	2150	2200

CESSNA PERFORMANCE	STANDARD CESSNA 150	(8) STANDARD CESSNA 172	(10) STANDARD CESSNA 175	STANDARD CESSNA 182	STANDARD CESSNA 150 HP CARDINAL	AVCON 150/150	AVCON 170/172/ 175	AVCON 180 HP CARDINAL
Top Speed (MPH)	122	139	144	168	138	151	160	158
Cruising Speed (75% of Power)	117	131	135	160	130	145	151	149
Stalling Speed (MPH)	48	48	51	57	51	48	48	51
Take Off Run — Short Field (Ft.)	735	780	1,100	705	845	400	400	500
Rate of Climb (Ft. per Min.)	670	730	770	890	670	1,100	1,100	1,030
Service Ceiling (Ft.)	12,650	15,100	14,500	17,700	12,700	20,600	19,500	17,000

NOTE: (8) at a gross weight of 2,200 lb. (10) at a gross weight of 2,500 lb.



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Are you a good spokesman for general aviation?

A practical sense of politics and the real world dictates that every pilot speak up for general aviation. The good spokesman knows some basic facts about what general aviation is all about, and realizes that it's up to him or her to convey these facts to local, state, and federal officials as well as friends and neighbors.

That doesn't mean just talking about new or proposed regulations, or landing fees, or 7 cents a gallon tax on aviation gasoline, or the good or bad service that you've just received from your dealer. It means really helping to make the general public better informed about the importance and viability of general aviation. When we have better spokesmen for general aviation, we'll begin to generate better understanding on the part of government which can substantially make or break the future of general aviation.

In your own town, the contribution of the privately owned airport that's open to the public may be sadly misunderstood. These airports desperately need good spokesmen or rising taxes will force additional private fields to close. (And shame on any pilot who complains about a modest landing fee which helps hundreds of airports survive.) Likewise publicly owned airports are put all too low on the priority list of people who don't understand their value. And if your congressman or senator doesn't understand general aviation's important value to your community and the nation, don't complain when new laws are passed based on misinformation and misunderstanding.

Here are 8 basic facts you should know and understand to help make you a good spokesman for general aviation:

1. We fly 70 million passengers a year. General aviation aircraft fly nearly 1 in 3 of all inter-city or itinerant passengers who travel by

air within the 48 contiguous states. These add up to over 70 million passengers a year. 70 million. And this number is growing as scheduled air service is reduced to smaller cities.

2. We're businesslike and hardly the rich man's sport. 70% of general aviation hours are spent for business and commercial purposes. Sport and recreation flying accounts for 30%. This is a far cry from some people's belief that "little planes" are strictly the playtoys of the favored few rich Sunday pilots.

3. We make real contributions to the country's growth. We have helped communities in previously undeveloped areas expand and grow. Local airport development is a key to regional development. In Ohio alone, community airports have developed 60,000 new jobs by attracting new plants and factories to previously inaccessible areas. In fact, 90% of new plant construction in the last 18 years has been outside of the 22 major cities in the U.S. which receive 50% of the scheduled flights. Without general aviation, these smaller towns would lack some of the employment and community development which new plants have facilitated.

4. We increase productivity and save time. Perhaps the biggest problem facing business in the 1970's is a growing shortage of competent managers with the resulting growing demand on management's time. This is one of the reasons why 432 of the Fortune Top 1,000 companies operate general aviation aircraft. It's no coincidence that these companies (while less than half of the Top 1,000) account for 77% of the group's total sales, and 84% of their net profit.

5. Over 11,500 airports can fly only us. Of the 12,070 airports in the U.S., only 530 receive scheduled service by air. You can

see that the vast majority of towns have a real stake in general aviation's future. For years, the Federal government has recognized the value of air transportation, and even today provides subsidies to scheduled airlines to provide service to 334 of the communities receiving scheduled service.

6. We help feed the world and may someday save your life. Aerial application of pesticides and fertilizers have helped provide food and fiber—and prevent major crop failures—in the U.S. and abroad. Everyone benefits from resulting lower prices for agricultural products at home, and a good start at ending famine abroad thanks, in part, to general aviation. A little closer to home, you or your neighbor could suddenly need to be rushed to a distant hospital and thank your lucky stars that a general aviation air ambulance was available.

7. We're good neighbors. Most general aviation aircraft passing overhead are far quieter than a trailer truck or train. The new aircraft under development now will be even quieter. We hardly pollute the air. Sulfur oxides—considered the most harmful pollutant—are not contained in general aviation fuels. Only 10% of general aviation flying is done below 3,000 feet, where it may affect the human environment. And general aviation engines are more efficient—and much better maintained—than most other types of engines, burning cleaner and more efficiently.

8. We pay our way. The tangible contributions of general aviation are many. Jobs for over 160,000 people involved with manufacturing, servicing, or flying. Over \$4 billion of exports of general aviation aircraft since 1945, helping our country's balance of payments. One in four general aviation aircraft being built today

is sold abroad, amounting to millions of dollars of favorable trade every month. A fair 7¢ per gallon fuel tax and fair registration fees for aircraft and radios pay for substantially all of the government services we need to operate efficiently and safely.

The intangible contributions of general aviation become more meaningful when you apply them to your own community. There's probably a new plant which would not have been built in your town (and be paying taxes today) if you didn't have an airport. How would that medical specialist visit your local hospital if he couldn't fly in? Does a leading real estate broker use a general aviation aircraft to sell property and develop your community? How many people visit your local resort because they can conveniently fly in? Does your local police department control crime—or your fire warden prevent fires—with the help of a general aviation fixed or rotary wing aircraft? Before your local political leaders start campaigning again (perhaps with the aid of a private airplane) inform yourself—and inform him—about the benefits of general aviation. Speak up for general aviation now or you may lose many of its benefits in the future.



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To the AWTAR

A snow-capped mountain in a
gold-washed sunrise, A forest
purple in the evening shadows
— The world belongs to you —
These are your wings, high in
the blue.

You own the mysteries of the
golden desert, The placid
beauty of the lakes and rivers —
The world belongs to you —
These are your wings, conquer

the blue.

You've seen geometry of major
airports, The flaming jewelry of
a night-time city — The world
belongs to you — These are
your wings, testing the blue.

You've made a hundred friends
you'll always cherish, You've
shared the fun and chores of im-
pound alley — The skies belong

to you — This is your TAR, lift to
the blue.

You've matched your skills
against the arts of others, And
earned the accolades of flying
brothers — You've carved your
niche in space — Now flex your
wings, this is your race.

You'll not forget the thrill the TAR
will bring you, The faithful song
your airplane's voice will sing
you — And now you'll un-
derstand — These are your
skies, guarding your land.

It matters not the count of wins or
losses, The silver trophies or the
generous purses — The TAR's a
"win" for you — Stretching your
wings, you've conquered the
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—Betty W. McNabb
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A Big Thanks to Helen Greinke

—for her untiring efforts in getting out the "Digest of Flight Rules and VFR Air Traffic Procedures" which she prepares every year and gives to every racer. Helen, of **HANGAR FLYING**, publishes this as a stock item, adapted to the requirements of the Powder Puff Derby. The material is a correlation of the Federal Aviation Regulations and VFR data from the Airman's Information Manual and Air Traffic Procedures Manual of the FAA Air Traffic Service. It is a valuable assist to every racer and is much appreciated by all.

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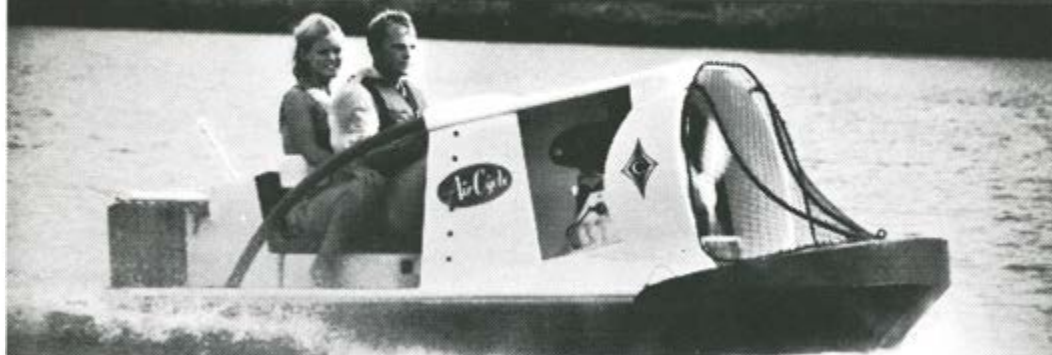
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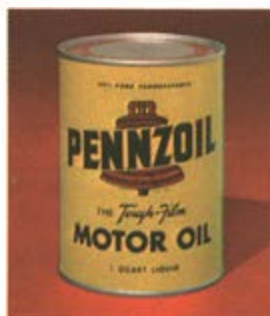
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