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Our friendly Tiger stands for high-quality aviation fuels, lubricants and service at more than 600 FBO's.

And if you want to “PUT A TIGER IN YOUR TANK!” most of these Enco airport dealers can give you a choice of the following:

- Enco low-lead 100-octane avgas with no more than 2 cubic centimeters of lead per gallon.
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Without compromise, we make the right fuel to meet the specifications of all aircraft engines, from the largest jets to the smallest piston engines.

Taxi up and “PUT A TIGER IN YOUR TANK!”
26th Annual

Powder Puff Derby*
All-Woman Transcontinental Air Race, Inc.
Teterboro Airport, Teterboro, New Jersey

July 7th—10th, 1972

Barbara J. Evans: Editor
Lois Fairbank: Assistant Editor
Marion Andrews: Artwork

Sanctioned by N.A.A. and conducted under rules of the F.A.I. Endorsed by The Ninety-Nines, Inc.

* REG. TRADE MARK
The National Aero Club has been growing faster than ever. Why? Because NAC is enthusiastic and dedicated to an idea that needs immediate and constant attention now...air safety...we are trying to save some lives and that is important. Two per cent of all aircraft accidents are the result of mechanical failure...the other ninety eight per cent are questionable. So, we are trying to make you, the general aviation pilot aware by keeping you regularly informed on new and effective programs concerning air safety that are being utilized throughout the country. You know that you are supposed to be safe...but then there is that slip into a routine...and a routine slip can be deadly.

NAC is the voice of its members...we are responsible to you in both serving and representing your direct aviation needs, and for you in creating new programs and activities to improve your safety and enjoyment in general aviation. The ideas and programs we create are at all times benefiting the general aviation industry as a whole...that is the way it must be.

Now we are asking you to join with us in making something great even greater...as the bigger and stronger NAC and general aviation becomes, the greater will be the benefit to each person.

20% credited to your annual premium. NAC has created many programs for flight safety...many programs that are working effectively and growing more effective...the National Aero Club Flight Safety Center Program has gained such acceptance that the FAA has not only supported this NAC effort, but has also welcomed our contribution to its own Accident Prevention Program. Statistics prove that where these programs have been utilized, there has been a sharp reduction in aircraft accidents. So, as you can see, we have tremendous faith in the National Aero Club.

If you attend one of these NAC/FAA sponsored safety clinics, and take one of the NAC sponsored flight proficiency review rides, you will receive a 20% discount, credited to your annual premium.

This proficiency review ride in no way endangers your pilot rating, it is merely a confidential way for you to determine if and where you need to brush up on your aviation knowledge. All Airway policyholders are automatically eligible for additional "Safety Operating Credit"...To qualify for SOC returns you must operate your aircraft accident and claim free for the policy year. The amount of your credit will be determined by the over-all operations of the Company and the accident record of your classification by type of aircraft or use.

For more information, please feel free to call us collect at A/C 512 627-2011 or A/C 313 769-6830 for a quotation on your aircraft insurance. We are on duty 24 hours a day to assure you of service at all times.

........AIRWAY WILL GIVE YOU A DISCOUNT
To the Participants of the 1972 All-Woman Transcontinental Air Race:

A long time ago, H. G. Wells wrote a novel called The Shape of Things to Come. In it, he predicted that world peace would come about through an international association of flyers — not statesmen or scientists or soldiers — but flyers. This great British novelist sensed that the one profession capable of sublimating mankind's capability for greed, selfishness, and confining provincialism, was that of the aviator.

He may have been right. The purposes, the goals and the achievements of the 99's, the participants of the All-Woman Transcontinental Air Race, past and present, would seem to indicate such an ideal state to be attainable.

If I were to attempt to recount here all of the truly outstanding contributions women have made to the art, the science, and the profession of flight, including their countless feats of heroism, the task of setting them down would be monumental in scope. Suffice it to say this Nation owes a very great deal to its women for their contribution to progress in American aviation.

Significantly, the Derby is now in its 26th year of competition in cross-country flight achieving an outstanding safety record. This has not been marked up by coincidence. It has been achieved solely by the devotion to flight rules and safety education on the part of participants in our annual "Powder Puff Derby." However, the same degree of credit must also be shared with the manufacturers of America's general aviation aircraft for their ceaseless search for safety. Today's private planes are built with speed and performance characteristics equal to and in many instances exceeding those of early transport type aircraft.

When the checkered flag goes down and the race begins for each of you, know this: Good luck, Godspeed, and best wishes from everyone in the Federal Aviation Administration.

Sincerely,

J. H. Shaffer
Administrator
a twenty-five year best seller wishes the best to the exciting Beechcraft pilots in the 26th annual Powder Puff Derby.

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Powder Puff Derby we’re right behind you.

Beechcraft Bonanza, celebrating its 25th anniversary, congratulates Powder Puff Derby on its 26th.
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IMPOUND — JULY 3, 1972
TAKE OFF BANQUET. VILLA HOTEL, SAN MATEO, CAL. — JULY 5, 1972
TAKE-OFF — JULY 7, 1972
DEADLINE TO FINISH — JULY 10, 1972
AWARDS BANQUET — REGENCY-IRVINGTON HOTEL — LAKESIDE, N.J.
JULY 12, 1972

DESIGNATED RACE ROUTE

1. San Carlos Airport, San Mateo County, California ................................... Statute Miles
2. Winnemucca Airport, Winnemucca, Nevada ............................................. 334.50
3. Lucin, Utah (NO STOP — Ident only) ......................................................
4. Ogden Municipal Airport, Ogden, Utah .................................................... 304.56
5. Rock Springs Municipal Airport, Rock Springs, Wyoming ................... 155.29
6. Scottsbluff Municipal Airport, Scottsbluff, Nebraska ......................... 282.56
7. Sioux City Municipal Airport, Sioux City, Iowa ................................... 371.75
8. Quad City Airport, Moline, Illinois (MUST STOP) ......................... 309.42
9. Baer Field, Fort Wayne, Indiana ......................................................... 278.59
10. Latrobe Airport, Latrobe, Pennsylvania (MUST STOP) ................. 307.55
11. Robert J. Miller Airpark, Toms River, New Jersey ......................... 271.52

2516.03 Miles

GLOSSARY

AAA—Antique Airplane Ass’n.
AGA—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—Fédération Aéronautique Internationale
FFA—Flying Farmers Ass’n.
FIA—Flight Instructor of America
FII—Flight Instructor Instrument
FSS—Flight Service Station
GADO—General Aviation District Office
IAR—International Air Race
ILS—Instrument Landing System
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
SEF—Single Engine Field
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’s Advisory Committee on Aviation
WASP—Women’s Air force Service Pilots
WIAA—Women’s International Ass’n. of Aeronautics
to the Cessna pilots
in the '72
Powder Puff Derby

**HAPPY LANDINGS**

from these Cessna dealers all over the country

**CALIFORNIA**
- Pacific States Aviation, Inc.
  - Buchanan Field
  - Concord, California
- Del Monte Aviation, Inc.
  - Monterey Peninsula Airport
  - Monterey, California
- Oakland Aviation Corporation
  - Oakland International Airport
  - Oakland, California
- Gates Aviation
  - Palm Springs Airport
  - Palm Springs, California
- Gunnell Aviation, Inc.
  - Municipal Airport
  - Santa Monica, California
- Nation Air
  - Sonoma County Airport
  - Santa Rose, California

**CONNECTICUT**
- Air Kaman
  - Bradley International Airport
  - Windsor Locks, Connecticut

**FLORIDA**
- Air Kaman
  - Jacksonville Municipal Airport
  - Jacksonville, Florida
- Sunny South Aircraft Service, Inc.
  - Ft. Lauderdale/Hollywood Int'l Airport
  - Ft. Lauderdale, Florida 33315
- Southeastern Aviation
  - Craig Field
  - Jacksonville, Florida
- General Aviation Corp.
  - Tamiami Airport
  - Miami, Florida

**MARYLAND**
- Aviation Enterprises
  - Municipal Airport
  - Frederick, Maryland
- Air Maryland, Inc.
  - Aqualand/Clifton Skypark
  - New Burg, Maryland

**MICHIGAN**
- Monroe Aviation, Inc.
  - Custer Airport
- Monroe, Michigan 48161
- Plymouth Aero Co., Inc.
  - Mettelai Airport
  - Plymouth, Michigan

**MINNESOTA**
- Eagle Aviation, Inc.
  - Faribault Municipal Airport
  - Faribault, Minnesota

**MISSISSIPPI**
- English Flying Service, Inc.
  - Hattiesburg Municipal Airport
  - Hattiesburg, Mississippi 39431
- North Jackson Air Service, Inc.
  - Bruce Campbell Field
  - Madison, Mississippi

**MONTANA**
- Holman Aviation Company
  - Great Falls International Airport
  - Great Falls, Montana

**NEW JERSEY**
- Southern Jersey Airways, Inc.
  - Bader Field
  - Atlantic City, New Jersey
- Teterboro A/C Service Inc.
  - Teterboro Airport
  - Teterboro, New Jersey

**NEW MEXICO**
- Coronado Skyways, Inc.
  - Coronado Airport
  - Albuquerque, New Mexico

**NEW YORK**
- Ram Air Corporation
  - Ramapo Valley Airport
  - Spring Valley, New York

**NORTH CAROLINA**
- Cannon Aviation Company, Inc.
  - Municipal Airport
  - Hickory, North Carolina
- Union Airmotive, Inc.
  - Indian Trails, North Carolina
- SO Aero Service
  - Stallings Field
  - Kings Mountain, North Carolina
- Shelby Flying Service, Inc.
  - Shelby Municipal Airport
  - Shelby, North Carolina

**OHIO**
- E. C. Aviation
  - 725 North Hamilton Rd.
  - Columbus, Ohio
- Akron Aviation Co.
  - Akron Municipal Airport
  - Akron, Ohio

**OKLAHOMA**
- Kerr Aviation Service
  - Wiley Post Airport
  - Oklahoma City, Oklahoma

**PENNSYLVANIA**
- Bryant Aviation, Inc.
  - Pennridge Airport
- Perkasie, Pennsylvania
- Rohrbaugh Aviation
  - Pottstown-Limerick Airport
  - Pottstown, Pennsylvania

**SOUTH CAROLINA**
- Summerville Aviation, Inc.
  - J. E. Locklair, Jr. Memorial Airport
  - Summerville, South Carolina

**TENNESSEE**
- Smokey Mountain Aero, Inc.
  - McGee Tyson Airport
  - Knoxville, Tennessee
- Hi-Air Inc.
  - Memphis International Airport
  - Memphis, Tennessee
- Southaire Inc.
  - Metropolitan Airport
  - Memphis, Tennessee

**TEXAS**
- Abilene Aero
  - Abilene Municipal Airport
- Abilene, Texas
- Jim Hatton South Texas Aircraft
  - Alice, Texas
- International Airmotive, Inc.
  - International Airport
  - El Paso, Texas
- Cruse Aviation, Inc.
  - Houston, Texas
- International Airmotive of Lubbock, Inc.
  - Lubbock Municipal Airport (East Ramp)
  - Lubbock, Texas

**WYOMING**
- Casper Air Service, Inc.
  - Casper Air Terminal
  - Casper, Wyoming
FLYING TIGER LINE Captain Elgen M. Long left San Francisco Nov. 5, 1971 in a Piper Navajo and flew solo to all "four corners of the earth" in 28 days. He flew 36,000 miles around the world over both the earth's poles which took him to the North Pole, the Equator at 0 longitude, the South Pole and the Equator at 180 longitude. He touched down on all seven continents. NAA claims official international records on behalf of Captain Long for Speed Around the World Over Both the Earth's Poles (since all time spent on the ground is counted in determining the official speed, this was computed to be 54 MPH); Speed Over the North Pole to the South Pole at 37 MPH and Speed From the Equator to Equator Over a Pole at 47 MPH.

Captain Long's wife, Marie, traveled some 45,000 miles on commercial airliners to arrange arrivals and service for the Navajo during her husband's record setting adventure.

FLYING TIGER LINES have for many years transported the luggage for the contestants of the POWDER PUFF DERBY so that they can fly "lighter." This service is very greatly appreciated by all the racers.
AWTAR, Inc. Board of Directors

The Board members, who must be 99's, work year-round making preparations for this annual classic. Throughout the year their duties include: charting the route, which involves selecting adequate airports, spaced at distances to accommodate the various types of aircraft; planning and scheduling the inspection of the airfield; in-flight inspection, including a tour of the facilities, and setting up transportation at these designated stops; preparing and tabulating scores; handicap aircraft; arranging for the inspection of all aircraft at start and finish; revising and updating the race rules; preparing 125 guide forms for the necessary committees; choosing appropriate trophies; promoting and publicizing the race, its sponsors, the contestants, and appointed committees.

THON GRIFFITH, Vice Chairman-West Coast Representative and coordinator of the race. She has served her 6th year on the Board. She has a com'/l license with instrument rating and owns a Beechcraft Bonanza. She has flown 2 TARs, served as Chief Judge and Timer, as chairman of the Orange County Chapter of the 99's and on its Int'l Resolution Committee.

MARION ANDREWS is serving her 8th year on the Board. She has been a 99 for 16 years, has served as Governor of the NY-NJ Section, chairman of Terminuses and flown 3 TARs. A noted artist, she has designed the official race program covers for 16 years, the First Day Cover for the AE Commemorative Stamp, the TAR 20th and 25th Anniversary cachets, and paintings of the Blue Angels for the Navy. She has received her B.S. in Ed. from Mass College of Art, and is listed in Who's Who of American Women and Who's Who of the East.

KAY A. BRICK, Chairman for the 11th year; served 22 years on the Board. She has raced in 5 TAR's, flown 5750 hours; was WASP Squadron Cmdr. in WWII and holds Commercial license, SMEL. In 1966 she received FAA Certificate of Command for "exceptional leadership in the Race and her many contributions to the development of American Civil Aviation." In 1967 she was honored with the Humanity Award by Sargent College Alumni Association of Boston University. She holds an M.A. degree from NYU and has done graduate work at Columbia University. Kay has been a Ninety-Nine for 31 years and is a past International President; a member of AWA, Secy of NPA and P-47 Thunderbolt Pilots Association, past member FAA Women's Advisory Committee on Aviation. Currently FAA Safety Counselor and listed in "Who's Who of American Women."

BARBARA RIGGS is serving her 3rd year on the Board and is the Route Director. She has flown 5 TARs and placed third in one of them. She holds a com'/l license with multi-engine land, single engine land and sea, instrument and helicopter ratings. She has served as Governor of the New England Section and Int'l Vice-President and Treasurer. Her husband, John is also a pilot.

BARBARA EVANS, Vice Chairman-Treasurer, is serving her 11th year on the Board. She has flown 4 TARs and has been a Terminus Chairman. A 99 since 1950 she has served 2 years each as Governor of the NY-NJ Section, Int'l Treasurer and Int'l Secretary as well as a member of the Int'l Executive Board. She attended North-West Christian College in Oregon. Barbara has edited the official race program for 10 years.

HELEN MENTITTO, Director of Inspection, is serving her 3rd year on the Board. She has served as Judge and Inspection Chairman for several races, and holds a com'/l license, SMEL, glider and instructor ratings. A 99 for 24 years, Helen has served as Governor of the NY-NJ Section. She holds a B.A. from Douglass College in N.J. and served 4 years as communications officer in the Navy in WWII.

DEEHO HEISE is serving her 2nd year on the Board. A pilot since 1946, she has flown 3 TARs, won the Philadelphia CoC Race for Men and Women flown in all 48 states plus Canada, Alaska, S. America, Central America and the Caribbean. A 99 for 25 years she is a past Int'l President. She is a registered Medical Technologist.

PEG DAVIDSON, Secretary serving her 5th year on the Board, has a com'/l license with instrument rating, A Registered Nurse, she holds a B.S. degree from the Univ. of Conn. She helped organize the Conn. Chapter of the 99's, was its 1st Chairman, is a past Governor of the New England Section, and was chairman of the 1970 Int'l Convention. She has flown in the TAR and 6 AINEAR races, winning in 66 and 67 in her Cessna 205. She flew the 1971 TAR.

PHYLLIS PIERCE is serving her first year on the board and will be handling credentials at the Start, which she has done for two prior years. She holds a Com'/l license, SMEL, and helicopter — she has also made one parachute jump. A 99 since 1965 she has served in chapter and section committees. She has flown 2 TARs and is a bookkeeper for her husband, also a pilot.
Reflecting back from the 25th Jubilee year of the Powder Puff Derby, we see a little horsepowered Er- coupe piloted by a Ninety-Nine crew purring its steady aerial way from California to Florida, setting the stage for the 2300 transcontinental racers who have since competed in what has developed into the longest and largest race of continuous annual performance of all speed races for light airplanes.

The race alone has covered over 3,264,783 miles (more than 35 times around the world at the Equator) with an admirable safety record. Forty-one states and 153 different cities (El Paso as many as nine times) have hosted this major sporting event of the Ninety-Nines.

However, it is a sporting event cloaked in purpose. It constantly stimulates women to become pilots, and to improve their skills through obtaining higher ratings in order to enter the race. Even with 150 crews in the 1971 classic, 44 percent of the pilots and co-pilots had never flown the Powder Puff Derby before.

These women-on-the-go prove the feasibility of flying. They assert a wholesome influence on the education of the public in respect to flying, not only through safe piloting, but lecturing on their personal experiences. They can and do instill in their audiences an acceptance and understanding of aircraft as a viable means of transportation which reflects positively on corporate business flying as well. Further, they have proved that age is no deterrent. Fifty-five grandmothers of 319 children and 129 grandchildren rooting for them, flew the 25th Jubilee Power Puff Derby from Calgary, Canada to Baton Rouge, Louisiana. One grandmother flew the fastest twin-engine plane in the race. And if it's "liberation" you are wondering about, She, or He, Who Flies, Is Liberated. The beauty of our world is there for discovery.

PROJECTING the future of the Powder Puff Derby, we do not plan on a race to the Moon, nor across the Atlantic to Europe—Yel—

Right now, more important to most, the Powder Puff Derby Board of Directors feels that upgrading of pilot skills will be effected as required with emphasis on advanced techniques, newest equipment, most recent Federal Aviation Administration rulings, developments in aviation, communication and related industries. Probably the most pressing need is for survival of existing small airports and stimulating the growth of 2000 foot V/STOL ports in order that the full value of air transportation may be realized.

The Powder Puff Derby racers are dedicated women—to their families, their communities, and the air age of which they are a part.

OUR WOMAN OF THE YEAR

While stardom and headlines are not the quest of Nona Quarles, she is nonetheless a vital influence in aviation both to the industry and to women's place in the air. Her efforts are untiring toward the Ninety-Nines of which she is a member and her advice and guidance to the Powder Puff Derby are immeasurable.

A native of New Orleans, Nona found her way to Washington, D.C. where her husband, the late Donald A. Quarles, was Deputy Secretary of Defense; Secretary of the U.S. Air Force; Assistant Secretary of Defense (Research and Development). The flying end of aviation was left to Nona.

Nona is employed by the Federal Aviation Administration and currently heads the Women's Activities in the Office of General Aviation. She is the coordinator for the Women's Advisory Committee on Aviation (WACOA). This committee was created by President John F. Kennedy and is a rotating advisory committee to the FAA Administrator. Outstanding Ninety-Nines have comprised the great majority of those serving on this committee.

Life in Washington, D. C. is a constant round of public service for Nona as evidenced by her memberships in many varied organizations—from aeronautical groups to press groups to historical groups to charitable groups. No wonder she has found her way into "Who's Who of American Women."

With all her interests she found time to obtain her pilot's license, raise four children and take time out for a bedtime story for eleven grandchildren. Without people like Nona working in the background to abet the women who share with her the love of flying, many of us would not be in the position we find ourselves today. We salute and thank her for her inspiration, encouragement and leadership.

LET IT HAPPEN TO YOU

Kay A. Brick, Chairman
AW TAR Board of Directors
FULL POWER TO THE 56 PIPER PILOTS IN THE '72 POWDER PUFF DERBY

We salute the fascinating women who fly Pipers—women who feel a contagious bond of comradeship and good sportsmanship because of their devotion to aviation and the Powder Puff Derby.

ALABAMA
Birmingham Aviation Corporation
 Municipal Airport
 Birmingham
 Alabama Aircraft, Inc.
 Municipal Airport
 Fairhope

ARKANSAS
West Memphis Aviation Service Inc.
 Municipal Airport
 West Memphis

CALIFORNIA
Burbank Piper Sales & Service
 Hollywood Burbank Airport
 Burbank
 South Coast Aviation, Inc.
 Full Line San Diego—Imperial Counties
 Carlsbad
 Pomona Valley Aviation
 Bracket Field
 LaVerne
 Monarch Aviation, Inc.
 Monterey-Penninsula Airport
 Monterey
 Oakland Aviation Corporation
 Sabri Abarshid 415 569-3673
 Oakland
 Western Airmotive Co., Inc.
 Oakland International Airport
 Oakland
 Tom Peck Aviation, Inc.
 Salinas Municipal Airport 408 424-2754
 Salinas
 Progressive Aviation Ltd.
 Reid Hillview Airport
 San Jose
 Let's Fly, Inc.
 Sonoma County Airport
 Santa Rosa

COLORADO
Atlas Aircraft Corporation
 Stapleton International Airport
 Denver
 Pan-Ark Aviation, Inc.
 G. E. Rabatin 303 948-3316
 Pueblo

CONNECTICUT
New Haven Airways, Inc.
 Tweed-New Haven Airport
 New Haven
 Knickerbocker Aviation of Conn., Inc.
 Bridgeport Municipal Airport
 Stratford

FLORIDA
Red Aircraft Service, Inc.
 Fort Lauderdale
 Roberts Flying Service
 Municipal Airport
 Lakeland
 Northwest Florida Aviation, Inc.
 Chuck Ollinger 904 438-9902
 Pensacola
 Dolphin Aviation, Inc.
 Sarasota-Bradenton Airport
 Sarasota
 Tampa Flying Service
 Peter O'Knight Airport
 Tampa

GEORGIA
Augusta Aviation
 David Field
 Augusta
 Epps Air Service
 Peachtree-Dekalb Airport
 Atlanta
 Colony Air Service, Inc.
 Fitzgerald
 Moultrie Air Service, Inc.
 Moultrie

ILLINOIS
Philkos Aviation, Inc.
 Aurora Municipal Airport
 Sugar Grove
 Illini Aviation, Inc.
 Urbana

INDIANA
Highland Airport
 Perryville
 Arrow Aviation
 Porter County Municipal Airport
 Valparaiso

IOWA
B-Flight, Inc.
 Municipal Airport
 Fairfield

KENTUCKY
Coy Flying Service
 Marshall Field
 Georgetown

LOUISIANA
Noel Flying Service
 LaFayette Municipal Airport
 LaFayette

MARYLAND
Hughes Aviation
 White Plains

MASSACHUSETTS
Hunter Aviation Corporation
 Fitchburg Municipal Airport
 Fitchburg
 Berkshire Aviation Enterprises, Inc.
 Great Barrington Airport
 Great Barrington
 Air Worcester, Inc.
 Municipal Airport
 Worcester

MICHIGAN
Welsh Aviation, Inc.
 Phelps-Collins Airport
 Alpena
 Gordon Aviation, Inc.
 Ann Arbor Municipal Airport
 Ann Arbor
 Flint Aircraft Sales, Inc.
 Bishop Airport
 Flint
 Northern Airmotive
 Marquet County Airport
 Negaunee
 Detroit Piper Sales & Service, Inc.
 Oakland Pontiac Airport
 Pontiac

MISSISSIPPI
Hankins Air Service
 Jackson

MISSOURI
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 Joplin
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"
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Albion Airport
Albion
Clementon Aviation, Inc.
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Cross Keys
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Toms River

NEW YORK
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Warren County Airport
Glen Falls

NORTH CAROLINA
Central Piedmont Aero
Smith Reynolds Airport
Winston-Salem

OHIO
Bluffton Flying Service, Inc.
Bluffton Airport
Bluffton
Bryan Air Service
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Burlington

VIRGINIA
Aero Industries Inc.
Richmond International Airport
Sandston
Skyline Aviation, Inc.
Winchester Municipal Airport
Winchester

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The winningest women fly Piper.

Pipers have won two out of the last three (and six out of the last nine) Powder Puff Derbies. Piper applauds the professional performance of these perky Powder Puff winners:

1963 Virginia Britt, Pilot
   Lee Winfield, Co-Pilot
   Piper Cherokee 180

1964 Mary Ann Noah, Pilot
   Mary Aikins, Co-Pilot
   Piper Cherokee 160

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

Proof of the Piper promise of performance.

PIPER Aircraft Corporation, Lock Haven, Pa. 17745
The San Diego Aero-Space Museum was founded in 1961 to preserve and display the heritage of man in flight. The Museum is located in Balboa Park in San Diego and has a General Aviatiom Section, an Armed Forces Section, a Spacecraft Section, the Prudden Historical Library and Archives, and the International Aerospace Hall of Fame.

The Museum was host to more than 600,000 visitors in 1971, and makes no charge for admission.

A Powder Puff Derby Exhibit was dedicated in 1971 by the San Diego, El Cajon Valley, and Palomar Chapter of the Ninety-Nines. The display features a map depicting the 25 routes of the races, photographs of all the past winners, selected photographs of past race and AWTAR Board Members, Champion posters featuring the top ten places, airplane models, and trophies won in the races.

The Ninety-Nines' International Women's Air And Space Museum

Page Shamburger, Museum Curator, and the trustees have been hard at work gathering together the many items for this newest museum. Among the displays will be Powder Puff Derby memorabilia such as the photos of past winners, race map charms and bracelet, 20th and 25th Anniversary Cachets, Champion Spark Plug key rings, official programs, race histories and the co-pilot First Place trophy from the 25th Anniversary Race (since the winner flew solo).

This museum is housed at the Ninety-Nine Headquarters at Will Rogers World Airport, Oklahoma City, Oklahoma.

SMITHSONIAN

Mr. Paul Garber, former curator of the NATIONAL AIR MUSEUM, has worked diligently for decades on American aviation history and is himself a wealth of information on the subject. He has kept complete files on the Powder Puff Derby including scrap books, official programs, final result records, pictures, etc. plus the perpetual trophy (shown at right above) which has the names of all the winners of the 25 races to date engraved on it. Mr. Garber is shown in the tope photo with Barbara Evans, All-Woman Transcontinental Air Race Vice-Chairman and Treasurer, and Kay Brick, General Chairman. Below, Barbara and Kay inspect some of the old records in the Smithsonian collection.

MOVIELAND OF THE AIR MUSEUM

This museum is located at the Orange County Airport at Santa Ana, California and depicts a history of Women in Flying. Over five acres of aerial history, covering the history of the sky from Jennies to Jets, this museum has a 2.5 million dollar collection of authentic aero-planes. It includes World War I and World War II fighting planes, early air mail planes, famous racing planes—most of which fly and have been used in Motion Pictures and Television. They have been seen by millions in such great films as The Dawn Patrol; Hell's Angels; Carpetbaggers; Strategic Air Command; Fate is the Hunter; Flight of the Phoenix; Mad, Mad, World; Catch 22 and many, many others. Maggie Burch, Museum Chairman, Orange County Ninety-Nines.
The airlines have spent millions developing their inflight entertainment systems.

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Introducing the Narco FM 1200 stereo entertainment center.

Narco has developed the first AM/FM, FM stereo entertainment receiver for general aviation.

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Appreciation

is here expressed
to these

GENERAL RACE FUND CONTRIBUTORS

and those providing special services

START: GOLDEN WEST CHAPTER OF THE NINETY-NINES, INC.
TERMINUS: GARDEN STATE CHAPTER OF THE NINETY-NINES, INC.
OCEAN COUNTY - Toms River, N.J.

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Official Inspectors Of Aircraft

START

Dell Hinn
Com'1, SMEL, Fit. Inst.

Chief Louciel Freeman
Cert. of Proficiency, Aircraft Maintenance, Mechanic.
Flies own Navion. TAR Insp. 5 years. Fresno 99's.

Pat McEwen
Com'1, Instrument, Fit Inst., SMEL, 4000 hrs. Flown 10 TARS. Kansas 99's.

Josie Cromwell
Com'1, Fit. Instructor, Flies own Cesna 190. TAR Inspector 3 years Reno Area 99's.

Joanne Nissen

Esther Grupenhagen
Com'1, Fit & Grd. Instructor 700 hours. Flown 2 TARS. Orange County 99's.

TERMINUS

Kate Macario

Chief Joan Bottles

Barbara Farquharson

PUBLICITY

Auleen Hall
Arlington Texas, Chairman of Contestants' Publicity

Jackie Brooks
Riverside, Calif., Chairman of Officials' Publicity

Ocean County College
Computer Figures Times

Keeping records of racing times and computing standings instantaneously, the computer at Ocean County College, Toms River, N.J., is geared to provide up-to-the-minute data on this year's PPD. A connecting terminal has been installed in the New Regency-Irvington Hotel in Lakewood, Terminus Headquarters.

Edward J. Lias, shown below, is an Associate Professor of Computer Science at the College and Director of the Ocean County Information Network; located on the OCC campus. Also below is a view of the interior of the Computer Science Building showing student carrels and, enclosed in a humidity-temperature-, and dust-controlled area, components of the computer that is the "brain" of the Ocean County Information Network.

OFFICIAL STARTER

George P. Griffith,
Costa Mesa, California,
an avid pilot and Executive Vice President of Griffith Company, contractor's, is our Official Starter. He organizes his crew and briefs the racers on the intricacies of Take-off. He was also our Official Starter in 1970 from Monterey, California, and in 1971 from Calgary, Canada.

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 Airmen'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.
The Start and Terminus timers shown here, plus all the en route stop timers, are official NAA representatives and are responsible to NAA for the accurate recording of times off and over the fly-by lines at all race airports. The judges are also responsible to NAA and have complete and final say on any questions of disqualifications. For the 20th consecutive year SIMPLEX time stamps are used throughout the race route. OCEAN COUNTY COLLEGE ELECTRONIC COMPUTER SYSTEM, is computing the scores this year. EMBRY-RIDDLE AERONAUTICAL UNIV. is providing technical aircraft inspection experts.
Contestants in the 1972 Powder Puff Derby are showing this special decal for extra service at Ocean Aviation, Shell’s Toms River, N.J. airport dealer.

Why THE AVGAS!

Since Shell officially introduced THE AVGAS in July of 1970, there has been much comment and discussion concerning this product among pilots and others within the industry. Shell wants to set the record straight!
Have a Great Flight with Shell--

And ask your Shell airport dealer for THE AVGAS—Shell’s low-lead 100.

Because THE AVGAS is formulated with just half the lead antiknock ingredient of the Shell 100 we used to make.

So the AVGAS meets the recommended lead maximums for all aircraft calling for 80-grade fuel. Gets way under the lead maximum for aircraft using 100-grade fuel. And meets the fuel antiknock requirement for all piston aircraft engines, except those requiring 115 octane.

It doesn’t matter whether you fly a Tiger Moth, Aero Commander, P-51H or Super Skymaster. If you fly with pistons*, over 500 Shell airport dealers coast to coast now have the right fuel for your plane. THE AVGAS. Shell’s low-lead 100.

*Excepting engines requiring 115 octane.

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For Serving As AWTAR's Ninety-Nine
Fund Raising Chairman
for the 1972 and 1973
Powder Puff Derbies

For 1972 Race

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CHAPTERS giving $5 or more per member:
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E. Washington Palomar
El Cajon Puget Sound
Long Island Reno Area
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Instrument indicates Dollars in Thousands contributed to the 1973 Powder Puff Derby.
Send contributions to:
Helen Shropshire
Box 534
Pacific Grove, Cal.
93950

*Chapter and individual contributions
Famous speedster Pat McEwen insists on ALUMIGRIP®

"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?
No. 8 Phyllis Thomas, Co-pilot, and Mary Creason, Pilot. Sponsor Howmet Corp.


No. 55 Pilot, Carole DePue, and Elaine Partridge, will be representing the City of Pocatello, its people and merchants. They will deliver Welcome Messages from Pocatello's Mayor to the Mayors of the race stop cities — come to the Gate City for fun, hunting, fishing, skiing, water sports, camping.

No. 86 Marion Barrick and Susan Bates with Don Bates of BATES BELLANCA SALES, Sunnyvale, Ca. BELLANCA dealer, and GEE BEE AERO, Reid Hillview Airport, San Jose, aircraft salvage, rebuild and parts co.

No. 21 Pilot, Mutz Trense, and co-pilot, Brigitte Hock, sponsored by Karlfried Nordmann, President of Mercedes-Benz of North America.

No. 54 Co-pilot, Viola Gentry, and Pilot Ruth Johnson - Salute Clara Adams and Arnold Bayley.
At the Atlantic City Beauty Pageant, Susan Ladwig was the only one who knew where the cigarettes were hidden. Her fellow contestants voted her Miss Congeniality of 1917.

You've come a long way, baby.

VIRGINIA SLIMS.

Slimmer than the fat cigarettes men smoke.

Fashions by Giorgio di Sant'Angelo

No. 102  Gerry Storm and Catherine Grover with Al Mucciarone, Dist. Sales Mgr., CIMATRON Company, Div. of Citizen American Corp., manufacturer of business machines.

No. 52  Marian Burke, Pilot, and Ruth Hildebrand, Co-pilot. Sponsors: Texberry Company, Personalized Aviation Glassware, Houston, Texas; Modern Aero Sales, Inc., Dallas, Texas.

No. 77  Pilot, Ramonia Sloat, and Co-pilot, Charlene Poe, with sponsor Roy Reed.


No. 49  Everco Industries of Chicago and Ottuma, auto parts manufacturer, sponsors a Beech Bonanza with Co-pilot Mimi Stitt, left, and Pilot Pat Friedman, right.

No. 31  --for Baskin-Robbins "31" Flavors Ice Cream are Pilot Shirley Tanner Coté, Robert Hudecek, president of Baskin-Robbins, Co-pilot Joan Paynter and Irvine Robbins, Board Chairman of Baskin-Robbins.
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 impound 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 understand—
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 blue.

—Betty W. McNabb
President, the Ninety Nines, Inc.

May the Lord bless each participant in the 26th Powder Puff Derby, each member of the AWTAR Board, and each dear lady who contributes so unselfishly of her time toward making our stops pleasant and efficient.

RELFE ENTERPRISES, INC.

MONTGOMERY, ALABAMA

Mary Stewart Relfe, Chairman

TAR NO. 1
No. 36 Richard L. Elder, Executive Vice President of Royal Inns of America, Inc., sponsor, wishes the best of luck to Marion Banks, Pilot, and Dottie Sanders, co-pilot.

No. 33 Pat Clark, Pilot, and Elinor Johnson, Co-pilot. Sponsors: Rodeway Inns of America, Superior Air Parts, Aircraft Underwriters, Trio Aviation, South Holland Bank.

No. 91 Ernest V. Bencivenga, President of First State Bank, Toms River, N.J., sponsor of Official Ocean County, N.J. entry, Alma Hitchings, Secretary/Treasurer of the bank.

No. 88 Katy Boyd, Co-pilot, Nanette Gaylord, Pilot, with sponsor Joseph R. Ross, President of Ross Aviation, who gives some last-minute advice. Since 1947 Ross schools have trained more than 40,000 civilian and military pilots for all ratings thru A.T.R.

No. 80 Best Western... Best Everywhere! Ruth Chapman, Pilot, co-owns with husband, John, the Colorado Lodge, Best Western, Salida, Colorado. Joey Mehos, Co-pilots the "Spirit of Salida."

No. 46 Co-pilot, Ethel Gibson, Pilot, Betty Hood, and sponsor Emmett Hood, Jr. of Hoods Milk, Inc.
No. 42  **Spectrum Air, Inc.** of Novato, CA sponsors Pilot, Karen Kahn, and Co-pilot, Ann Morrissey. The West's complete training facility with a unique program to help you pay for all your flying.

No. 41  Donald E. Rowe, President & Chairman of the Board of **Imperial International, Inc.**, parent company of worldwide Imperial transportation group, sponsoring Imperial Van Lines Special flown by Pilot, Marguerite Nielsen, and Co-pilot, Velma Hite.

No. 38  Sponsor Hall Hallet of **Herald Printers, Inc.**, Monterey, CA with Helen Shropshire, Pilot, and Helen Harrerison, Co-pilot. At right sponsors Mr. and Mrs. Richard Trotter, of **Trotter's London Tower**, Pacific Grove, CA, dealers in Antiques & Coins.

No. 41  Marguerite Fay Nielsen, Pilot, and Velma G. Hite, Co-pilot. Sponsor: **Imperial Van Lines, Inc.**

No. 30  Pilot, Dorothy Birdsong, left, and co-pilot Kathryn Causey, right, with sponsor Charles Birdsong of Birdsong Motors, Birdsong Beechcraft-Airport, Birdsong Motel & Gulf Beach Apts., Tampa Bay Area.

No. 28  Miss June Hunt with Helen Wilke, Pilot, and Kathy Long, Co-pilot. Sponsors: **HLH Aloe Vera Cosmetics** and **HLH Drugs Division of Hunt Oil Company**.
No. 12 "Crew"—Gwen, Peg, Ian, Ruth, Pam Chuck—Fallbrook Real Estate Co., Fallbrook, Cal., specializing in Avocado Groves, Homes & Acreage—No. San Diego Co.


No. 105 Ruth Stafford, Pilot, Mr. Gary Perkins, president Perkins Aviation, Inc. of Kansas City, the Sponsor, and Jo Ann Reindl, Co-pilot. Ship is Twin-Comanche 7992-Y owned by Perkins Aviation.

No. 57 Pilot, Yoline Dodgson and Co-pilot, Betty MacPherson, representing FRESNO CHAMBER OF COMMERCE.

No. 23 One of Air California's 737 all-jet fleet. Air California, the Orange County based commuter airline, serves eight major cities in California — sponsoring TAR No. 23.

NOW...

With the Pacific Ocean at their backs, the Spanish explorers led from Mexico by Don Gaspar de Portola in 1769 discovered San Francisco Bay from a vantage point high on the coast ridge. The green vista to water's edge, barren of structure, became in less than a hundred years the suburban retreat of bankers, railroad tycoons, and silver barons.

Half a century later, San Mateo County was well on its way to becoming a major population center of Northern California. Today its nineteen cities house 600,000 people. Many are sites for major industrial plants, with electronics and aerospace in the lead, although agriculture is still prevalent in the coastal rural area where flowers are grown for a nationwide market.

The city of San Carlos, centered in the mid-Peninsula, shared in the post-war expansion noted above and has fortunately recognized the need for full cooperation with various planning commissions and agencies to insure orderly growth. Thus, when the FAA control tower in the background of the picture at left was dedicated in October of 1969, the well-attended airshow and civic ceremony was promoted and financed by the municipal government.

San Carlos Airport was purchased by the County with Federal assistance in 1964, and a program of expansion and improvement was begun. The plane visible in the photograph, which looks south across runway 12 and the adjoining paved taxiways, has taken off from 30 and is at a stop about midfield over the 2600' strip. Extension to 3000' is due shortly, according to the Master Plan, providing the capability to handle ninety-five percent of all general aviation aircraft.

1972 POWDER PUFF DERBY
START COMMITTEE WAVES A WELCOME

LEADING EDGE (l. to r.): Golden West 99: Jane Keyston, Vivian Harshbarger Banquet and Take-Off Breakfast; Barbara LaPoint, Chapter Chairman; Loretta Gabrielson, Transportation; Fran Grant, Impound; left SPINNER Pat Appel and right SPINNER Toni Kuhns, General Co-Chairmen, Honey Cowan, S.F. Giants fund-raiser; Louvé McCabe; Rae Gilmore; Joan Hansen, Hotel Accommodations and Registration; Jeanne Abramson, Publicity. STABILIZERS (l. to r.): Harlan Veal, Counsel; Jim Bigelow, Operations; Joe Judge, Finance; Gary Goss, Coordinator and Accountant; Art Faro, Program Sales; Lloyd Williams and Fred Canhan, Ham Radio; George Seager, ex-Mayor of San Carlos; Howard Bailey, Youth Support. Not pictured: Barbara Chase, Inspections; Wilma Bennett, Operations; Jane Baker, Hospitality; Rusty Green, Program Sales; Leo Crawford Take-Off Day Events; Ellis Rother, County Liaison.

The background Navajo "Endeavor" (courtesy Hap Harper) was flown by Flying Tiger Captain Elgen Long on the solo earth-girdling Polar flight during which he established eight world records.

ADVISORY COMMITTEE

Special Thanks! San Carlos City Council: Ellis Rother (Mayor), Thomas Jenkins, Joe Judge, Thor Madsen, Charles Calderhead, and ex-members Ernest Nackord and George Seager. San Carlos Chamber of Commerce Executive Board: Don Kinsley, Abe Dorinson, Lyn Gaskin, Don Musonic, W.F. Anderson, and manager Dale Kuhns.

...ADVENTURES BEGIN
COME SLEEP AND FLY WITH US
START HEADQUARTERS.
AND THEN . . .

Around 1950 the seeming evidence of an ex-Seabee's handiwork shown at the right is the earliest photographic record of the bulldozed strip which evolved into San Carlos Airport. At that time there were seven operative airfields, plus SFO, in the County. Five were privately-owned and existed in the tri-city area of San Mateo, Belmont, and San Carlos.

Even in the 1940's such haphazard growth had concerned hundreds of citizens who formed and served on many general aviation committees, only to have proposed organizational attempts frustrated at the polls. A 1949 State edict leading to a study for a master plan to conform to CAA standards provided some impetus, but the continuing encroachment of land developers finally made airport consolidation and planned development imperative. Abandoned facilities soon gave way to shopping centers and housing tracts.

When the tenth annual Powder Puff Derby took off from this runway after it had been cleared of human obstacles on the morning of July 5, 1956, San Carlos Airport had replaced five of the former fields.

One year later a hard-surfaced runway was ready for the Derby contestants who would head for Philadelphia. Bay Cities 99s, 1957 hostesses, pictured airmarking for the Start, bring the final orderly touches to the chaotic history of general aviation in San Mateo County.

TURBO-CHARGERS

Sincere and grateful acknowledgments to the following major contributors:

- Governor Ronald Reagan
- California State Legislature
- Mobil Oil Corporation
- FAA
- S.M. Co. Board of Supervisors
- Keri's of Hillsdale
- Red Devil Fireworks
- Pensacola Choir
- Twelfth Naval District Band
- TWA
- United Airlines
- Hillsdale Merchants Assoc'n
- Flood's Flying Service
- The former S.M. Co. Fair & Convention Bureau
- Holiday Inn of Belmont
- PG & E
- PT & T
- Mrs. William Southern
- Herb Thayer
- George Golding, S.M. Times
- San Carlos Enquirer
- Hills Bros. Coffee
- Baskin-Robbins Ice Cream
- Many Southwest Section 99s
- Our Sugar Daddies
  and
- S.M. Co. Convention & Visitors Bureau

IN THE GOLDEN WEST!

IN SAN MATEO, CALIFORNIA AT
THE VILLA HOTEL
The Route

"FROM SEA TO SHINING SEA"
IS THE SLOGAN OF THE 26TH ANNUAL
POWDER PUFF DERBY
to be flagged off from sunny

San Carlos Airport on July 7, 1972. To qualify, all of the anticipated planes must buzz the finish line at Robert J. Miller Airpark by sundown July 10. 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 on 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 overnight. Towers will be equipped with Simplex Time Stamps so that after the fly-by of the timing line at each airport, time will not be counted in the final scoring until the next take-off roll begins.

At 20 to 30 second intervals, the colorful sky birds will fire-wall their throttles and roar off the runway at San Carlos Airport on San Francisco Bay. The tower chief is Frann Davis and the FSS Chief is James M. Gruhn. This is the third start of the Powder Puff Derby from this airport. Contestants will vie for the $12,575 purse to be divided among the top ten places. Trophies will be given as well as several thousand dollars more in some 43 specialized categories including best scores on route legs.

For the 20th 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 be provided by the U.S. Weather Bureau. The race is managed by an 8 woman Board of Directors, AWTAR, Inc. (a non-profit corporation), and is endorsed by the Ninety-Nines, Inc., an international organization of licensed women pilots.

They’re Off And Flying

As soon as airborne, the racers will turn their backs on the Pacific Ocean, seek the altitude necessary to cross the magnificent Sierras in order to reach the fly-by point at Winnemucca, Nevada, first of the designated stops on the 2616.03 mile course terminating within sight of the Atlantic Ocean. Racers will catch a glimpse of beautiful Lake Tahoe to starboard, streak over Reno before letting down in Winnemucca, named for the Indian Chief, "One Moccasin", which was founded on the only site where the Humboldt River could be forded. The airport manager is Bruce Bailey; the Tower Controller is Mr. Harris; the FSS Chief is James M. Gruhn; WX is Vincent Callaway.

Committee: Stop Chairman-Barbara Mouchou; Operations-Katie Bolstad, Mary Boles; Transportation-Elaine Brown, Kathy Gray

Co-Chairman: Doris Eacret

34
From here on, an easterly heading varying less than 5 degrees will prevail for the racers all the way to the Terminus. The Humboldt River snakes along the desolate wasies beneath the flight path as fliers head for Lucin, Utah omni, which identification point keeps them out of the restricted military area on the southern edge of their dash to cross the Great Salt Lake into Ogden Municipal Airport, Utah. During the Pleistocene Era, Ogden was some 850 feet down at the bottom of Lake Bonneville which later drained into the Pacific Ocean. Colonized by Brigham Young in 1850, sheltered by craggy, majestic Ben Lomond on the north, Ogden is rich in minerals and is a sportsman’s paradise. The airport manager is Arthur Mottinson; Chief Tower Controller is Wm. Crunk; Chief FSS is W. P. “Bill” McCart; WX is Ellis Burton/MIC.

Having climbed out over the Wasatch Range, navigated beyond the volcanic copper garlanded ridges and peaks, some still trimmed with ermine, competitors will find that Rock Springs Municipal Airport in Wyoming provides a haven for those without the range to reach Scottsbluff. In the land of sage and sun, Rock Springs, whose pioneer industry was bituminous coal, today serves as the gateway to Yellowstone and Grand Teton National Parks. It has one of the most outstanding airports in the U.S. which was completed seven miles east of Rock Springs in 1942. It is designated by FAA as a fourth-class field. There are four runways, the longest of which is 7,300 feet. The visibility is almost unlimited. It is a station for Frontier Airlines and continues to be the most important field from Cheyenne and Denver to Salt Lake City. The airport manager is Frank Garnick.

Approaching Nebraska, the beauty of the massive, yellow-layered Scotts Bluff citadel could prove distracting in its beauty to the women pilots barreling in. The first two white women ever to see the bluffs were missionaries heading slowly northwest in 1836. Scotts Bluff National Monument is approximately 5.5 miles southwest of the airport facility. The river valley is noted for its prime agricultural products—sugar beets, beans, corn and livestock. Immediately southwest of the Municipal Airport you will see the Cities of Scottsbluff, Terrytown and Gering. It is only a short drive to the Rocky Mountain National Forest, Medicine Bow National Forest and the Black Hills area. The Airport manager is Robert L. Gaukel; Tower Controller is William Reazin; FSS Chief is Howard G. Losey; WX is Edgar L. Van Tassel.

Committee: Joann Barton-Leg Prize; Joann Winterling-Transportation-Housing; Jane Patterson-Hospitality; Barbara Barlow—Timer; Nancy Reuling-Operations Chairman; Jane Andreason-Chief Timer; Dalia Townley-Stop Chairman
Timers: Jane Andreason-Chief Timer; Barbara W. Barlow; Vivian Yardley

Stop Chairman: Eloise D. Stover
Timers: Mable Blakely-Chief Timer; Jean Tough—not shown

Committee: Paulie Perry-Chief Timer; Dotte Adcock-Stop Chairman; Grace Olsen-Publicity/Operations; Hazel McKendrick Jones, Timer.
A range of lower sandstone bluffs will lead the pack toward the towering stone shaft of the Floyd Monument and the Municipal Airport at Sioux City, Iowa. The historic landmark was the first registered in the U.S. and honored Sgt. Charles Floyd, only fatality on the 8000 mile Lewis & Clark Expedition, first white men to visit the Sioux City area. Racers landing here will find a progressive city whose stockyards rank second in the world. Sioux City's Municipal Airport, located 7 miles south of the main business district embraces over 2,400 acres of rich Iowa soil and is one of the largest and finest equipped in the country. The airport manager is Fred Davenport; Tower Controller and FSS is Richard Davies; WX is Paul Holcomb.

On to Moline, Illinois, the "City of Mills", where all racers will land to salute Quad City Airport which is celebrating its 50th Anniversary. This transcontinental commercial jetport serves the unique community called Quad Cities through which the mighty Mississippi River flows. Recently they announced plans for the development of adjacent property into commercial aviation and aviation-related industrial sites. Harmoniously grouped for dynamic progress are the Quad-Citians of Davenport and Bettendorf, Iowa; Rock Island, Moline and E. Moline, Illinois plus six other smaller communities constituting this Illinois metropolis, second only in size to Chicago and one which believes aviation is a sound investment. Moline is the sight of the first bridge to cross the Mississippi. The airport manager is George Kirk; Chief Tower Controller is Donald Phillips; Chief FSS is Roger Ferguson; WX is James R. Wiggins.

Fort Wayne, Indiana is within the "golden triangle" - that concentrated area of industrial United States which stretches from Chicago to New York; Detroit to Washington. Many corporations in Fort Wayne are aviation minded and use Baer Field as their base of operations. It is financially self-supporting and one of the 15 largest airports in the nation. Fort Wayne is as American as Apple Pie and it can authentically make that statement because John Chapman (Johnny Appleseed) was buried there. He was the tree planting missionary who brought the apple tree to the midwest. As you fly over Ohio and Pennsylvania toward Latrobe, look down at the rugged country and remember that only 200 years before, this was a wilderness and our pioneers were trekking westward to settle Fort Wayne. The airport manager is Jim Ross; the Tower Chief is Ray Robinson; FSS is Art Imhof; WX is Jess Halsey, MIC.

Committee: Mary Miller-Chairman; Bonnie Mortorff-Operations; Ruth Christen-Hospitality; Marty Wyall-Publicity; Pauline Genung-99 Chapter Chairman; Tannie Schlundt-Timer.
En route to the last stop, racers will overfly beautiful Ohio this year; pass over sprawling Pittsburg, then all will dip downward onto Latrobe Airport, Pennsylvania, nestled among the green foothills of the Allegheny Mountains. In its peaceful setting, Latrobe is the fastest growing small airport in Pennsylvania. It installed the first non-Federal ILS system for weather flying and the first fully equipped Port-O-Con I Tower. It is the home base for the Learjet owned by famed golfer, Arnold Palmer, who lives a stone's throw from the airport. All racers will land here and share the excitement, not only of the race, but of the dedication of the beautiful new terminal building and facilities. The girls will step out of their planes into an area steeped in colonial tradition, one blessed with golf and ski centers. The airport manager is Jim Cavalier; Chief Tower Controller and WX is Daniel A. Goss; FSS is Ralph Rockers.

But there is no time to linger. The Alleghenies must be hurdled and Philadelphia overflown for the last hop into Robert J. Miller Airpark, Toms River, New Jersey where the pilots will seek the finish line of day-glo orange tires. "Crossing the Delaware River" eastbound they will be 38 miles from touchdown at the Robert J. Miller Airpark. It has been called "the finest general aviation airport in America." Off the pilots' left wing they will pass McGuire Air Force Base and the world's largest hangars at Lakehurst Naval Air Station. Barnegat Bay and the Atlantic Ocean will be visible on the horizon ten miles away. Ocean County Aviation, Inc., the fixed base operator, and the County of Ocean, New Jersey have left nothing unturned to make the pilots' arrival a memorable one. New taxiways, lengthened runway and bright new runway stripes will be visible on the final approach. The Jersey Shore offers the finest in golf, fishing, boating and bathing. A cordial greeting "Welcome to Ocean County" awaits each plane. The Chief Tower Controller is Pete Pellegrino; FSS is Bob Liana.

Ocean Aviation Inc.

Front Row: John R. Frank, Secretary-Treasurer, Harold T. Walsh, President, George Hammerschmidt, Vice President-Service Manager, Edward F. Walsh, Vice President

Second Row: Herb Bowcock, Florence Walsh, Laraine De Rio, Sue Mozley, Jane Martin, Joe Heinrichs

Third Row: Stewart Martin, Wesley Swauger, Paul Hammerschmidt, Sal Pisano, John Simila, Robert Oraz, Leo Mazza.
THE OCEAN COUNTY
BOARD OF CHOSEN FREEHOLDERS
George F. Makin, Director
Joseph E. Buckelew
Joseph S. Portash
William T. Horridge
Stanley H. Seaman
OCEAN AVIATION, INC. — Fixed Base Operator
AIRPORT IN AMERICA
BERKELEY TOWNSHIP
ON RT. 530 NEAR
TOMS RIVER, N. J.

AIRPORT COUNTY

1972 POWDER PUFF DERBY TERMINUS
Garden State Chapter
Host Committee

JERRY B. ROBERTS  General Chairman
ALICE HAMMOND  Co-Chairman
MARY ROSE MYERS  Impound
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HARRY D. SUSSNA  Coordinator
JOSEPH BENNETT
JACK LAMPING  Coordinator

your terminus

1972
JULY

POWDER PUFF DERBY
TERMINUS
GARDEN STATE
CHAPTER

SPORTSMANSHIP & TRADITION

ER: GARDEN STATE NINETY NINES, INC.
HEADQUARTERS: ROBERT J. MILLER AIRPARK
good luck
florida
powder puffers

PINELLAS AIRCRAFT
St. Petersburg-Clearwater
International Airport

SOUTHEASTERN JET CORP.
Pompano, Florida

AVIATION SUPPLY CORPORATION
Tampa & Atlanta

TAMPA FLYING SERVICE
Tampa, Florida

BAY AIR SERVICE
St. Petersburg, Florida

HANGER ONE
Opa-Locke Airport

LEASE-A-PLANE
Ft. Lauderdale/Hollywood Int'l Airport

NORTHWEST FLORIDA AVIATION, INC.
Municipal Airport, Pensacola, Florida

SUNNY SOUTH AIRCRAFT
SERVICE, INC.
Ft. Lauderdale/Hollywood Int'l Airport

BIRDSONG BEECHCRAFT
Tampa, Florida
Past Members of the Board of Directors
ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC.

BANKS, Marian .................................................. 1960-68
BARTLING, Lois .................................................. 1957-61
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
HAMMOND, Alice ............................................... 1961-67
HART, Jane ......................................................... 1961-63
HYDE, Louise ...................................................... 1961-63
KEAVENY, Ruby .................................................. 1966-67
LANGHUR, Doris ................................................. 1959-60
LOCKWOOD, Gertrude ......................................... 1960-61
LONDON, Barbara ............................................... 1951-65
LOUFER, Betty ..................................................... 1952-56
MEDES, Beatrice ................................................. 1952-57
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 Trimble ................................. 1957-59
VASQUES, Theresa .............................................. 1959-68
WILSON, Priscilla ............................................... 1963-69
WHARTON, Betty ............................................... 1966-69

Others who served prior to Incorporation in 1951
Marian Bertram, Evelyn Briggs, Verna Burke, Clara Davis, Helen Dick, Ellen Gilmour, Helen Hooper Moore, Gladys Pennington, Lola Perkins Ricci, Mary Rong, Vivian Ropes, Ann Ross, Anne Smith, Ansel Stone, Bette Story, Dee Thurmood, Claire Walters, Carolyn West.

This official Powder Puff Derby pin, designed by Marian Andrews, can be purchased and worn only by those who have flown the race. Make check out to AWTAR

Order from:
Barbara Evans
40 Stuart Place
Manhasset, N.Y. 11030

14 Carat Gold – $22.50
Gold Filled – $13.50

"HAM" Radio Net

Mrs. Carolyn Currans, W3 GTC, is chairman of the "Ham" Radio Net for the 15th year. This is the 20th consecutive year that an amateur radio net will assist with Communications during the Powder Puff Derby. Start, finish and each en-route airport will be covered by a "ham" working as part of a relay team.

Lloyd L. Bute WA7FVQ
Charles Cella W2JBK
Paul Babinate KØ MMS
Leo F. Williams WB9 FGN/9

SAN CARLOS, CALIF.
Fred F. Canham W6 QWF

WINNEMUCCA, NEV.
Joseph A. Yeasal W7 JZ

OGDEN, UTAH
Lloyd Bute WA 7 FVQ

ROCK SPRINGS, WYO.
H. Grant Brown W7 PJX

SCOTTSBLUFF, NEB.
Howard Poppert WØ VQR

SIOUX CITY, IOWA
Paul Babinate KØ MMS

MOLINE, ILLINOIS
Leo F. Williams WB9 FGN/9

LATROBE, PA.
Lee Sholley K3 DMG
Karl G. Niskanen

TOMS RIVER, N.J.
Charles Cella W2 JBK
There are a lot of spirited people in our community. Some of them are Union 76 dealers. Why not drive into a Union 76 station and see the difference the Spirit of 76 makes, in our gasolines and our service. You'll see why the Spirit of 76 lives at Union Oil.

The Spirit of 76 lives at Union Oil
YOU ARE INVITED
TO PARTICIPATE
IN THE

27th
POWDER PUFF DERBY
JULY 14-17, 1973

CARLSBAD, CALIFORNIA
TO
ELMIRA, NEW YORK

ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC.
Teterboro Airport, Teterboro, New Jersey 07608, Tel. 201-288-4411
SOUTHERN AIRWAYS COMPANY
our name has changed to
HANGAR ONE, INC.

ATLANTA—HARTSFIELD AIRPORT
404/768-1000

CHATTANOOGA—LOVELL FIELD
615/892-1212

ORLANDO—HERNDON AIRPORT
305/894-9611

MIAMI—OPA LOCKA AIRPORT
305/685-3522

No one — but North American
Rockwell — offers pure jet, prop-
jet and piston aircraft AND nation-
wide aviation service facilities to
support them.

Good Luck Gals
Avionics...
you can depend on

North American Rockwell
Member of GAMA
<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Model</th>
<th>Year</th>
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<th>Handicap (MPH)</th>
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<td>7GBC with flaps, not inverted system (longer wingspan)</td>
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<td>7KCAB no flaps, with inverted system (same wingspan as 7GCAA)</td>
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<td>Meteor</td>
<td>1969</td>
<td>260</td>
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</tr>
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NOTE: To be eligible to race the airplane must have been manufactured on or after January 1, 1962. These handicaps apply only to specific airplanes, engine models and propeller stated below.
IMPRESSIVE

is the long list of California gals who are flying the 1972 POWDER PUFF DERBY

Our Special Wishes For An Equally Impressive Flight To Them All

FANS of the CALIFORNIA POWDER PUFFERS

AIRCRAFT ASSOCIATES ENGINE OVERHAUL
Long Beach, California

BEECHCRAFT WEST
Fresno, California

WES STETSON’S CONTRA COSTA AVIATION
Buchanan Field, Concord, California

NATIONAL WEATHER CORPORATION
Orange County Airport

GUNNEL AVIATION, INC.
“Best Wishes”-Gil & Bob

AIRADIO COMPANY, INC.
Orange County Airport, Santa Ana, Calif.

DEE THURMOND FLIGHT SERVICE
Jose Municipal Airport

AEROPLANE COMPANY
Orange County Airport

GATES AVIATION - PALM SPRINGS, INC.
714 327-1201

FRESNO AIRMOTIVE CO.
Fresno, California

EAGLE AVIATION
Long Beach, California

ALL AIRCRAFT PARTS
Van Nuys, California

AIRCRAFT CARBURETOR CO.
Burbank, California

PIPER DEALERS
Of Northern California

DAVCO ELECTRONICS
Redwood City, California

Welcome To California
Contestants

No. 1
PILOT (L): MARY STEWART RELFE, Montgomery Alabama
RATINGS: Commercial, Instrument, Flight/instrument Flight Instructor,
SMEL, 1000 hours
CO-PILOT (R): SHIRLEY NESMITH
RATINGS: Com’tl, 450 hrs.
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
We present the number one team for take-off. It is piloted by Mary flying her second TAR. She is a fast starter, learning to fly in 1970 and compiling impressive ratings. We expect a fast start at take-off. She is President/Chairman of the Board of Relfe Enterprises, Inc. Her doctor husband, Conyers, is not a pilot. They have one child. Memberships: AOPA, CAP, NAA, NPA, Alabama Chapter—99’s.
Shirley is flying her second TAR. She does bronzing. Memberships: Georgia Chapter—99’s.

No. 6
PILOT (R): BETTY WORSTELL, Moraga, California
RATINGS: Commercial, SEL, 500 hours
CO-PILOT (L): LOUISE MONTERO, Petaluma, California
RATINGS: Private, SEL, 190 hours
AIRPLANE: Cessna 177A 160 h.p.
SPONSORS: Zero Population Growth, Inc., Palo Alto, California
In the line-up of aircraft, between 20 and 21, you will find TAR No. 6. The sponsor of this plane is the reason for this unusual designation. Zero plane is piloted by Betty, flying her fifth TAR. Her husband, Richard, is a pilot and they have five children. Betty is teaching 2 of their sons to fly. Memberships: AOPA, Redwood Empire Chapter—99’s.
Louise is flying in her fourth TAR. She is a hostess-cashier for her husband, Mel, at his restaurant, Sonoma Joe’s. Has anyone checked the till to find out if it is minus the entry fee for the TAR? The Monteros have three children. Memberships: Redwood Empire Chapter—99’s.

To No. 1
Mary Stewart Relfe
and Shirley Nesmith . . .
Happy Flying All The Way!

ALABAMA NAT’L BANK OF MONTGOMERY
32 Commerce, Montgomery, Alabama
PAN AMERICAN NAVIGATION SERVICE, INC.
North Hollywood, California
EPP’S AIR SERVICE INC.
Atlanta, Georgia
EPP’S AIRCRAFT, INC.
Montgomery, Alabama
ACME INSURANCE AGENCY
Prattsville, Alabama
MACK’S AIRCRAFT ENGINE SERVICE
Wetumka, Alabama

Smooth Flying to
Toms River
Betty and Louise

ADOBE AVIATION
Petaluma, California
Contestants

No. 2
PILOT (L): JAN MILLION, Norman, Oklahoma
RATINGS: Commercial, SEL, 287 hours
co-PILOT (R): GWENDOLYN B. TRUEL, Kingfisher, Oklahoma
RATINGS: Private, SEL, 213 hours
AIRPLANE: Cessna Skylane 182 230 h.p.
SPONSORS: Travelers Motor Club, Oklahoma City, Oklahoma

Second take-off goes to the team flying its first TAR with pilot Jan. She flies her non-pilot husband, E.Z. Million, on business junkets and recently has taken to flying political campaigners to rallies. She would like a job but knows that means time out of the air - unless it is a job in aviation. The Millions have two children. Memberships: AOPA, Sooner Aero Club, Oklahoma Chapter—99's.

Gwendolyn is owner of Southern Florists of Enid. Her husband, James, is a pilot and they have three children and a brand new grandchild. Memberships: AOPA, FFA, Oklahoma Chapter—99's.

No. 3
PILOT (L): MARY A. LOWE, Greenville, Illinois
RATINGS: Commercial, Instrument, SMEL, Private Glider, 1100 hours
CO-PILOT (R): MARY LLOYD LOWE, Greenville, Illinois
RATINGS: Private, SEL, 105 hours

This mother-daughter team, flying its first TAR, is piloted by Mary - Mom-flying her second TAR. She has flown the IAR, the Sky Lady Derby and other small races. Her enthusiasm for flying has carried over to her daughters. Memberships: AOPA, SSA, DAR, U.S.C.G. Aux., Greater St. Louis Chapter—99's.

Mary - daughter - is flying her first TAR. Last year it was older sister, Sylvia, who was co-pilot for Mom. We look forward to next year - No. 3 daughter? Mary is a teacher of music in the Greenville School system. Memberships: DAR, Greater St. Louis Chapter—99's.

Good Luck To The Team of Million-Truel No. 2

Smooth Flying to Toms River to Jan and Gwendolyn and good luck to all the girls flying in the Powder Puff Derby

TRAVELERS MOTOR CLUB
Oklahoma City, Oklahoma

COMPUTER CONGENERIC CORP.
Oklahoma City, Oklahoma

BIG RED AIRCRAFT REPAIR, INC.
Repair & Maintenance Of Aircraft Engines and Accessories Expressway Airpark
3101 NE 63
Oklahoma City, Okla.
No. 4
PILOT (L): BERNADETTE BAUER, Lincoln, Nebraska
RATINGS: ATR, Flight/Instrument Flight Instructor, SMELS, 4700 hours
CO-PILOT (R): LETA POWELL DRAKE, Lincoln, Nebraska
RATINGS: Private, SEL, 55 hours
AIRPLANE: Traveller AA5 150 h.p.
SPONSORS: KOLN-KGIN T.V.; Duncan Aviation, Inc., Lincoln, Nebraska

This is the first TAR for Bernadette who works as chief flight instructor at Duncan Aviation. She also does a lot of charter work for this sponsor. She has two children. Memberships: AOPA, Nebraska Chapter—99's.

Leta is also flying her first TAR. She is a TV personality with the team's other sponsor-KOLN-KGIN TV. She is also very active in civic and philanthropic groups. She has one son, aged 8. Memberships: AOPA.

No. 5
PILOT: EDITH (MICKI) THOMAS, Wayne, New Jersey
RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 810 hours
SPONSORS: Chatham Aviation Sales Dept., Morristown, New Jersey

This is the fourth TAR for Micki who is owner of North Jersey Meat Supply Inc. She has three children who keep her busy, but she manages to find flying time with all her chores. Memberships: Greater New York Chapter—99's.

Best Wishes To Bernadette Bauer and Leta Powell Drake In The 1972 Powder Puff Derby

HAVE A GOOD RACE, EDITH

FIRST NATIONAL BANK & TRUST CO.
Lincoln, Nebraska

ATLANTIC AVIATION CORP.
Teeterboro, New Jersey

TEETERBORO AIRCRAFT SERV., INC.
Teeterboro, New Jersey

MIDWAY AIRCRAFT INSTRUMENT CO.
Woodridge, New Jersey
No. 6
PILOT (L): Landon Storrs, Hamden, Connecticut
RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 1000 hours
CO-PILOT (R): Trina Adela Jarish, Costa Mesa, California
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, 1400 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
This is the first TAR for Landon. Her husband, David, is a pilot and they have two sons. She has flown two AWNEAR races. Memberships: Connecticut Chapter-99's.
Trina is flying her fifth TAR and she placed third in 1970. She has placed third and fourth in the Angel Derby, second and fourth in the AWNEAR, second in the SMALL race and has done some pylon racing. Maybe this will be the year to make first place. Memberships: AOPA, Long Beach Chapter-99's.

No. 7
PILOT (L): Emma McGuire, Santa Monica, California
RATINGS: Com'l., Instrument, Flight Instructor, SMEL, SES, 4500 hours
CO-PILOT (R): Jean Schiffmann, Palos Verdes Estates, California
RATINGS: Commercial, SELS, 928 hours
AIRPLANE: Cessna Skylane 182K 230 h.p.
SPONSORS: Fireside Market, Santa Monica; Village Market, Palm Desert, California
This is the twelfth TAR for Emma. She is kept busy as a bookkeeper at Fireside, one of her sponsors and instructs at Claire Walters Flying School. Hubby, Ralph, is not a pilot but is a great co-pilot. They have three children and thirteen grandchildren. Memberships: AOPA, NAA, ACA, Long Beach Chapter—99's.
Jean is flying her fourth TAR. She has been flying since 1950, worked for FAA and Air Traffic Control and hopes to be instructing soon. Her pilot husband, Pat, is teaching their sons to fly—four of them. One son will be manning a ham radio in connection with this 1972 PPD. Memberships: AAA, NPA, Long Beach Chapter—99's.

We wish a happy flight to Landon Storrs and Trina Jarish

Good Luck to TAR 7
Emma McGuire & Jean Schiffman
No. 8
PILOT (L): MARY CREASON, Grand Haven, Michigan
RATINGS: ATR, Instrument, Flight/Instrument Flight Instructor, SMELS, Ground Instructor, 4200 hours
CO-PILOT (R): PHYLLIS THOMAS, Muskegon, Michigan
RATINGS: Private, SEL, 120 hours
AIRPLANE: Piper Arrow PA28R 180 h.p.
SPONSORS: Howmet Corporation, Whitehall, Michigan
This is the first TAR for Mary. Her inspiration for flying came from her brother, a captain for Pan American, and her sister who lost her life as a WASP. She is chief flight instructor at Ottawa Airport. She taught two of her sons to fly. Her husband, William, is a pilot; and they anticipate number three son will be learning soon. Their daughter is a dental hygienist. Mary was the 1963 winner of the AE Scholarship. Memberships: AOPA, Zonta, Michigan Chapter—99's.
Phyllis, flying her first TAR, was taught by Mary. Her husband, Richard, and one son are also pilots. The pilots in the family all started to fly at the same time. They also have two more boys and two girls. Memberships: AOPA.

No. 9
PILOT (L): DOROTHY A. WALTZ, El Toro, California
RATINGS: Commercial, Instrument, SEL, Commercial Glider, 590 hours
CO-PILOT (R): M. W. "WALLY" FUNK II, Hermosa Beach, California
RATINGS: ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, Jet Time, Commercial Glider, 2 Jumps, Ground Instructor, 10,200 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
Dorothy is flying her second TAR and her inspiration to fly came watching the '67 Powder Puff Derby Terminus in Torrance. She obtained her commercial license within one year to enter the Derby and also some aerobatic time. Her husband, Kenneth, is not a pilot but will "vacation" to mind their five children. Memberships: AOPA, NAA, Long Beach Chapter—99's.
Wally is flying her second TAR. She is currently employed as a General Aviation Operation Inspector for the FAA. A graduate of Stephens College, she has gone through the three phases of space training and was the fourth woman to be accepted in the program. Memberships: AFA, NAA, SSA, Calif. Aero Space Ed. Ass'n.

Good Luck and Happy Landings
Mary and Phyllis

We're as proud of you
as we are of our other Aces of Aviation —
The Gas Turbine Components
we manufacture.

HOWMET CORPORATION
PECHINEY UGINE KUHLMANN GROUP
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International: Howmet Misco Division, England • Misco Bet-Shemesh Limited, Israel
No. 10
PILOT (L): PATRICIA M. DAVIS. Honolulu, Hawaii
RATINGS: Commercial, Instrument, SMEL, 750 hours
CO-PILOT (R) PAT KELLEY, Honolulu, Hawaii
RATINGS: Private, SEL
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Waikiki Hotels, Ltd.; Pat Kelley Tours, Honolulu, Hawaii

From across the blue Pacific comes this Hawaiian team piloted by Patricia flying her fourth TAR. She is Director of Operations Hawaii Wing CAP and obtained her advanced ratings from her husband, Lt. Col. John L. Davis. They have two children. Memberships: AOPA, CAP, General Aviation Council of Hawaii, Aloha Chapter—99's.

No. 11
PILOT (L): MARGE MITCHELL, Plainview, Texas
RATINGS: Commercial, Instrument, SMEL, 3800 hours
CO-PILOT (R): HELEN HEWITT, Shreveport, Louisiana
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, Ground Instructor, 1800 hours
AIRPLANE: Bellanca 17-31A 300 h.p.
SPONSORS: Bellanca Sales Company, Plainview, Texas

This is the sixth TAR for Marge and she has placed in two of her tries. She is Vice-President of Bellanca Sales. Her husband, Gene, is a pilot and they have one child and three grandchildren. Marge has flown the IAR, Skylady Derby and several local races. Memberships: AOPA, FFA, NAC, TSAA, TFF, Top of Texas Chapter—99's.

This is the second TAR for Helen. She is a part time flight and ground instructor at Shreveport Aviation. Her husband, Forrest, is a pilot and they have four children and one grandchild. She has flown two Skylady Derbies and the Dallas Doll Derby. Memberships: AOPA, Ark.La.Tex. Airman's Ass'n., Shreveport Chapter—99's.

Good Luck to Our Hawaiian Girls
Patricia Davis and Pat Kelly

Good Luck To
Marge Mitchell
and Helen Hewitt
our favorite Powder Puffers

WAIKIKI HOTELS
THE REEF LANAIS
THE CORAL SEAS
THE WAIKIKI SURF

EXCEL HYBRID SEEDS, INC.
MR. & MRS. HUGH HALE
NATIONAL OIL & BUTANE
FIRST NATIONAL BANK
Plainview, Texas
No. 12
PILOT (L): PAM van der LINDEN, Fallbrook, California
RATINGS: Commercial, Instrument, SEL, 1040 hours
CO-PILOT (R): RUTH DILG, Capistrano Beach, California
RATINGS: Private, SEL, 200 hours
SPONSORS: Fallbrook Real Estate Co., California

Pam is flying her fifth TAR. She is owner of Fallbrook Real Estate. Her husband, Victor, sons Ian and Allan and son-in-law, Peter, are all pilots and last year daughter, Jean, was her co-pilot. Memberships: AOPA, NPA, Natl. Ass'n, Real Estate Boards; Calif. Real Est. Ass'n.; Natl. Real Estate Fliers Ass'n.; Palomar Chapter—99's.

Ruth is flying her first TAR. She is a computer specialist with the Marine Corps. Her husband, Marvin, is a pilot. Memberships: AOPA, Palomar Chapter—99's.

No. 13
PILOT (L): LOUISE WHITE, Asheville, North Carolina
RATINGS: Commercial, SEL, 1178 hours
CO-PILOT (R): ELLIE McCULLOUGH, Bay Shore, New York
RATINGS: Commercial, Instrument, Private Glider, 16 jumps 1500 hours
AIRPLANE: Mooney M20F 200 h.p.

Louise is flying her fourth TAR. Her husband, Neal, is a pilot but Louise is always off in the plane so his time in the air is curbed. To quote, "He doesn't mind the plane payments but the monthly gasoline bill - well." They have two children. Memberships: AOPA, CAP, EAA, NPA, WNAA, WNC Pilots Ass'n., PCA, N.C. Aero Club, Arkansas Chapter—99's.

Ellie is flying her ninth TAR. She is employed as a secretary with Grumman Aircraft and is a bridal consultant with Gertz Department Store. Her enthusiasm for flying is shown by the many activities she participates in and the number of clubs she joins. Memberships: AOPA, Long Island Aviation Council, Grumman Flying Club, Long Island Early Flyers, Zonta, International Order of Characters

Happy Flying!
We'll be thinking of you,
Louise and Ellie

WINKLER AVIATION
Henderson, North Carolina

OK TIRE STORES
Candler, North Carolina

McINTYRE AVIATION, INC.
Ronkonkoma, New York

Good Luck To Our Only Aviation-Oriented Member
NORTH SHORE GYM & HEALTH CLUBS, INC.
Garden City, New York
Contestants

No. 14
PILOT (L): ESTHER P. WRIGHT, Thomasville, Georgia
RATINGS: Commercial, Instrument, Flight Instructor, 1760 hours
CO-PILOT (R): ANNE H. WAGONER, Memphis, Tennessee
RATINGS: Private, SEL, 75 hours
AIRPLANE: Cessna Skylane 182 230 h.p.
SPONSORS: Holiday Inns, Inc., Memphis, Tennessee

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

No. 15
PILOT (L): SHIRLEY WEINHARDT, Williamsport, Pennsylvania
RATINGS: Commercial, SEL, Ground Instructor, 400 hours
CO-PILOT (R): ESTHER MICHAUD, Johnstown, Pennsylvania
RATINGS: Private, SEL, 70 hours
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: Husbands: Henry H. Weinhardt, Dr. Ellery Michaud

This is the second TAR for Shirley. She has been flying for six years and she and her husband, Henry, both started instruction together. They have four children and three granddaughters — future 99's. Memberships: AOPA, EAA, NAA, Central Pennsylvania Chapter—99's.

This is the first TAR for Esther. She has been flying for six years and was taught by her husband, Dr. Ellery Michaud. They have four children. She has worked on music programs for children on station WJAX-TV, Johnstown. Memberships: AOPA, Flying Physicians, Central Pennsylvania Chapter—99's.

Good Luck To TAR 14
Esther Wright
Ann Wagoner

To the team of
Weinhart-Michaud . . .
best of luck!

KING AIR, INC.
Montoursville, Pennsylvania
| No. 16 | PILOT (R): **AUDREY M. SCHUTTE**, Van Nuys, California  
RATINGS: FAA Examiner, Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, Commercial Helicopter, Commercial Glider, Free Balloon, Hot Air Balloon, 2 Jumps, Ground Instructor, 6500 hours  
CO-PILOT (L): **JOANN E. SANDEEN**, Reseda, California  
RATINGS: Private, SEL, 70 hours  
AIRPLANE: Bellanca 17-31 A 290 h.p.  
SPONSORS: Barton Tool & Engr.; Fleetwood Machine Products, California  
Audrey is flying her eighth TAR. She is owner and chief pilot of Viking Aero Service in Van Nuys. Her husband, Raymond, is a helicopter pilot for the City of Los Angeles. They have two children. Memberships: AOPA, Whirly Girls, NAFI, MMOA, San Fernando Valley Chapter—99's.  
This is the first TAR for Joann who has just received her private pilot's license. She is a hostess/cashier for Skytrails Restaurant. Her husband, Fredric, is not a pilot. They have four children. |
|---|---|
| No. 17 | PILOT (L): **PEGGY NAUMANN**, West Caldwell, New Jersey  
RATINGS: ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, Ground Instructor, 3000 hours  
CO-PILOT (R): **BETTY BARLIA**, Oakland, New Jersey  
RATINGS: Private, SEL, 250 hours  
AIRPLANE: Piper Cherokee PA 28 180 h.p.  
SPONSORS: Fairfield Aero Club, Caldwell, New Jersey  
Peggy is flying her third TAR. She is self-employed as a flight instructor. Her husband, Richard, is also a pilot. Memberships: AOPA, American Home Economics Ass'n., Kappa Delta Pi, Greater New York Chapter—99's.  
This is the first TAR for Betty. Her husband, Lou, is a pilot and they have two sons. Memberships: Actors Equity Ass'n., Greater New York Chapter—99's. |

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**GOOD LUCK**  
**GOOD SPEED**  
**HAPPY LANDINGS**  
Powder Puff Derby Entrants

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Have A Nice Trip, Audrey & Joann  
We're With You All the Way!
Contestants

No. 18
PILOT (L): TONI KUHNS, San Carlos, California
RATINGS: Commercial, Instrument, SMEL, Ground Instructor, 1100 hours
CO-PILOT (R): PAT APPEL, Atherton, California
RATINGS: Commercial Instrument, Ground Instructor, 550 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.

Toni is flying her third TAR. She is co-chairman of the 1972 POWDER PUFF DERBY start from San Carlos. She is operations manager at Peninsula Aviation and has flown five generations of her family to Texas. Her husband, Dale, is president of Peninsula Aviation and they have three children. Memberships: NAA, Peninsula Airmen's Ass'n., Golden West Chapter—99's.

Pat is flying her third TAR and she works in aircraft sales. She is the other co-chairman for the 1972 POWDER PUFF DERBY start. Her husband, Charles, is a pilot and they have one daughter. Memberships: AOPA, Golden West Chapter—99's.

No. 19
PILOT (L): SANDRA SIMMONS, Dallas, Texas
RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 750 hours
CO-PILOT (R): DOT WARREN, Dallas, Texas
RATINGS: Commercial, Instrument, SMEL, Ground Instructor, 2520 hours
AIRPLANE: Mooney Aerostar M20F 200 h.p.
SPONSORS: Contran Corp., Dallas, Texas

This is the first TAR for Sandra. She is Chairman of the Board of Flight Proficiency. Her husband, Harold, is a pilot and they have four daughters. Memberships: Dallas Chapter—99's.

This is the fifth TAR for Dot. She is co-owner of Precisions Flight Navigation Co. along with her pilot husband, Chuck. They have one son. Memberships: AOPA, Zonta, TSAA, Aero Sorority-Dallas Chapter, Dallas Chapter—99's.

GOOD LUCK TO OUR TEAM TONI AND PAT

From:
THE SAN CARLOS CHAMBER OF COMMERCE
Don Kinsley, President
Dale Kuhns, Manager
Board of Directors, Members

BAYSIDE OIL CORPORATION
SAN CARLOS, A SPONSOR
A. Ray Banks, Palmer Odegard

VILLA HOTEL, SAN MATEO A SPONSOR
Gerry Greenbach, Manager

DR. RONALD PERRY
DR. ERNEST SCHNOOR
DR. CHARLES NEALIS
Owners of the aircraft they are flying.

Smooth Flying To Toms River, Sandra & Dot, No. 19

VAN WINKLE-HOOKER CO.
Dallas, Texas

CONTRAN CORP.
Dallas, Texas
Contestants

No. 20
Pilot (L): Polly Duncan, Memphis, Tennessee
Ratings: Commercial, Instrument, SEL, 5300 hours
Co-pilot (R): Pat Wilson, Bedminster, New Jersey
Ratings: Commercial, SELS, 500 hours
Airplane: Cessna Skylane 230 h.p.
Polly is flying her tenth TAR. She taught her husband, Howard, to fly. She has flown several Angel Derbies, placed fourth in 1970 and is entered again this year. Memberships: AOPA, Memphis Chapter—99's.

This is the fourth 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 has flown the IAR, AWNEAR and the SMALL race, placing fifth. Memberships: Greater New York Chapter—99's.

Good Luck To
Two Great Gals
Polly Duncan
and
Pat Wilson

AVMAT-20, INC.
Memphis, Tennessee

Custom-Aire Interiors
Memphis, Tennessee

Memphis Aero Corporation
Memphis, Tenn.

Southern Institute of Aviation
Memphis, Tennessee

We would like to express our admiration to the enthusiastic ladies who fly the Powder Puff Derby

Van Dusen
Aircraft Supplies

Minneapolis, Minnesota
Contestants

No. 22
PILOT (R): M. L. LOU WEBER, Bismarck, North Dakota
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SEL, Ground Instructor, 1140 hours
CO-PILOT (L): BEVERLY HOWE, Mandan, North Dakota
RATINGS: Private, SEL, 55 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Commander Aviation, Bismarck, North Dakota

This is the first TAR for Lou. She is employed as instructor/secretary/manager at Commander Aviation, sponsor of this team. She taught her husband, Kenneth, flying. They have two children. She and her husband met while they were in the Marine Corps. Memberships: CAP, North Dakota Chapter—99’s.

Beverly is flying her first TAR and obtained her private license just in time to make the race. Her husband, Howard, is a pilot and was Beverly’s teacher and they have three children. Memberships: North Dakota Chapter—99’s.

No. 23
PILOT (R): MADINE CARPENTER, Newport Beach, California
RATINGS: Commercial, Instrument, Flight Instructor, SMEL, Ground Instructor, 2000 hours
CO-PILOT (L): JULIE BURNS, Corona del Mar, California
RATINGS: Private, SEL, 113 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Air California, Newport Beach, California

This is the first TAR for Madine. Her husband, Dennis, is a pilot and is a State Senator. They have one child. Memberships: Orange County Chapter—99’s.

This is the fourth TAR for Madine. Her husband, Dennis, is a pilot and is a State Senator. They have one child. Memberships: Orange County Chapter—99’s.

Happy Flying,
Lou and Beverly

AIR CALIFORNIA
wishes
MADINE CARPENTER
and JULIE BURNS
AW TAR 23
Jet Speed
to
Toms River

COMMANDER AVIATION
SALES
HOLIDAY AIR OF AMERICA
SERVICE & MAINTENANCE
MANDAN AIR SERVICE
123 Travel Club
Mandan, North Dakota
No. 24
PILOT: ANGELA MASSON, Santa Monica, California
RATINGS: Commercial, SEL, 263 hours
AIRPLANE: Bellanca Super Viking 300 h.p.
Angela is flying her very first TAR solo. She is a graduate student in political science at U.S.C. Memberships: AOPA, Pilots International Ass'n, Long Beach Chapter—99's.

No. 25
PILOT (L): MARY ANN NOAH HAMILTON, Shawnee Mission, Kansas
RATINGS: Commercial, Instrument, SMEL, Private Helicopter, 3800 hours
CO-PILOT (R): ARDEN "BOBBI" MILLER, Shawnee Mission, Kansas
RATINGS: Commercial, SEL, 550 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
Mary Ann is flying her twelfth TAR. Her flying is for pleasure when not home baby sitting for her two grandchildren. Her husband, Gordon, is a student pilot. Mary Ann was the PPD winner in 1964 and 1965 and placed well in several other races. Memberships: AOPA, CAP, NAC, NAA, Whirly Girls, Missouri Pilots Ass'n., Greater Kansas City Chapter—99's.
This will be the second TAR for Bobbi. Her love of flying started by watching the Cleveland Air Races. She obtained her pilot and mechanics licenses at Stephens College. Her husband, William, is a student pilot. Five sons and one daughter make an enthusiastic rooting section for this team. Memberships: AOPA, NAA, Greater Kansas City Chapter—99's.

We're Behind You, Angela . . . all the way

CHARLES F. GRESS
INSTRUMENT FLIGHT TRAINING
Santa Monica, California

Let's Have A Repeat
Of '64 and '65!

KING RADIO CORP.
Olathe, Kansas
BAKER'S FLYING SERVICE
Kansas City, Missouri
No. 26
PILOT (R): VELDA KING MAPELLI, Wheat Ridge, Colorado
RATINGS: Commercial, Instrument, SEL, 550 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Mapelli Brothers Co., Denver, Colorado
This mother-daughter team is flying its first TAR piloted by Velda. She and her pilot husband, Eugene, started flying together. They have two children. Memberships: AOPA, CAP, Colorado Chapter—99's.

No. 27
PILOT: SOPHIA M. PAYTON, Coraopolis, Pennsylvania
RATINGS: Commercial, SEL, Commercial Glider, 1720 hours
AIRPLANE: Mooney Mark 21 M20C 180 h.p.
This is the eighth TAR for Sophia and she has placed 2nd and 5th. While listing herself as housewife, she does break away to fly in many local races and she has been a winner in several of them. She has done air shows in gliders, also. Her husband, Neal, is an airline pilot and instructed Sophia for her commercial license. Her twin sister is also a pilot. Memberships: AOPA, NAA, Greater Pittsburgh Chapter—99's.


HAPPY
LANDING
SOPHIA PAYTON
from
PENNSYLVANIA

PAGE BEECHCRAFT, INC.
West Mifflin, Pennsylvania
THE BUTLER AVIATION CO.
Butler, Pennsylvania
JAMES CAVALIER
Latrobe, Pennsylvania
KEYSTONE AIRCRAFT
Pittsburgh, Pennsylvania
No. 28
PILOT (R): HELEN WILKE, Dallas, Texas
RATINGS: Commercial, Instrument, SEL, Hot Air Balloon, 1200 hours
CO-PILOT (L): KATHY LONG, Irving, Texas
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SEL, Hot Air Balloon, Ground Instructor, 2500 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: HLH Cosmetic & Drug Division of Hunt Oil Company; John D. Ellis Bindery, Dallas, Texas
This team has switched from last year's plan with Helen now flying pilot in command, in her fourth TAR. She works for her doctor husband, Joseph E. Wilke and they have two children. Memberships: ADA, MCWS, ADMS, DDA, DBA, ISUHEA, Dallas Redbird Chapter—99’s.

Kathy is flying her eighth TAR. She has been flying since 1960 and is active in sales and instruction. Her husband, L. K. Long, is a pilot and they have three children and one grandchild. Memberships: NAC, TSAA, DBA, Dallas Redbird Chapter—99’s.

No. 29
PILOT: JACKIE KELLY, Houston, Texas
RATINGS: Commercial, SEL, Ground Instructor, 525 hours
CO-PILOT: LOLA McCONNELL, Houston, Texas
RATINGS: Private, SEL, 75 hours
AIRPLANE: Piper Cherokee PA 28 150 h.p.
This will be the fourth TAR for Jackie. She runs a unique flying school in downtown Houston-Speedway Flying School — no planes, just ground instruction, and no photographer. Is that you Jackie giving ground instructions? She has two teenage daughters. Memberships: Houston Aviation Advisory Council.
This is Lola's first TAR. She has a daughter, Gena, aged five, who will be waiting to hear all about the big race when Mom gets home. Memberships: Houston Aviation Advisory Council.
No. 30
PILOT (L): DOROTHY BIRDSONG, Temple Terrace, Florida
RATINGS: Commercial, Instrument, SMELS, 1450 hours
CO-PILOT (R): MIRIAM DAVIS, Miami, Florida
RATINGS: Commercial, Instrument, SMEL, 1150 hours
AIRPLANE: Piper Twin Comanche PA 39 320 h.p.
SPONSORS: Charles Birdsong, Tampa, Florida

Dottie is flying her sixth TAR. She is kept busy as housewife and ferrying planes for her pilot husband, Charles, owner of Birdsong Motors and sponsor of this team. She is president of Birdsong Beechcraft in Tampa. The Birdsong's have three children and four grandchildren. Memberships: AOPA, FFA, Grasshoppers, Florida Suncoast Chapter—99's.

No. 31
PILOT (L): SHIRLEY TANNER COTÉ, Newport Beach, California
RATINGS: Commercial, SEL, 800 hours
CO-PILOT (R): JOAN TANNER PAYNTER, Bakersfield, California
RATINGS: Commercial, Instrument, SEL, 900 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Baskin-Robbins, Burbank; George Coté Aviation, Santa Ana; California Air Power, Torrance, California

This sister team is piloted by Shirley, flying her second TAR. Her husband, George, is one of the sponsors of this team and they total 5 sons as a rooting section for Shirley. She has 250 aerobatic hours in her Citarbria. Memberships: AOPA, NPA, Int'l. Taildraggers Pilots/Owners Ass'n., ACA, Orange County Chapter—99's.

This sister Joan's, second TAR. Flying is pleasure and business combined, taking her non-pilot husband, Bill, and office personnel to architectural locations. Joan feels secure in her job - Bill naps while on flights. They have two children. Memberships: AOPA, NPA, CAPA, Bakersfield Chapter—99's.

Good Luck in the Race,
Shirley and Joan

Good Luck, Dottie and Miriam in the Derby Race!

POE AND ASSOCIATES
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VANDENBERG AIRPORT
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PINELLAS AIRCRAFT
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CLEARWATER EXECUTIVE AIRPORT
Clearwater, Florida

IRRIGATION SUPPLY CO.
Bakersfield, Calif.

AVIATION FUEL SERVICES
Bakersfield, Calif.

62
No. 32
PILOT (L): PAT W. ROBERTS, Los Altos, California
RATINGS: Private, Instrument, SMEL, 650 hours
CO-PILOT (R): EVELYN C. LUNDSTROM, Sunnyvale, California
RATINGS: Private, SEL, 780 hours
AIRPLANE: Piper Comanche 24 260 h.p.
SPONSORS: C. Sheldon Roberts, Timelapse, Inc.; Palo Alto, California
Pat is flying her second TAR. Her husband, C. Sheldon Roberts, is a pilot and sponsor of this team. They have three children. Memberships: AOPA, Santa Clara Valley Chapter—99's.

This is the first TAR for Evelyn. She and her husband, Oscar, both started flying in 1957. They have two children. Memberships: AOPA, Airmen's Ass'n., Santa Clara Valley Chapter—99's.

No. 33
PILOT (L): PAT CLARK, Calumet City, Illinois
RATINGS: Private, Instrument, SMEL, 1250 hours
CO-PILOT (R): ELINOR REAY JOHNSON, Dallas, Texas
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SEL, Ground Instructor, 1140 hours
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
SPONSORS: Aircraft Underwriters; Superior Air Parts; Addison, Texas; Rodeway Inns; Trio Aviation & Mfg. Co.; Dallas, Texas; South Holland Trust & Savings Bank; South Holland, Illinois
This is the third TAR for Pat. Her father has been a pilot since 1928. Her husband, F.L. Clark, is a pilot and they have three children, two pilot sons-in-law and three grandchildren. Her hobby is collecting barbed wire. Memberships: AOPA, FFA, NAC, Texas State Aviation, Chicago Suburban Aviation, Chicago Area Chapter—99's.

This is the second TAR for Elinor. She is kept busy taking care of four children and pilot husband, Rowland. Her first grandchild was born while Elinor was off flying the 1971 PPD. Memberships: Aero Sorority, Dallas Chapter—99's.

Have an exciting time in this exciting race
PAT & EVELYN!

Best Wishes To
Pat Clark and Elinor Johnson in the '72 Derby

FLYING COUNTRY CLUB
San Jose, California

LAKE COUNTY AVIATION CO.
Gary, Indiana
SOUTH HOLLAND BANK
South Holland, Illinois
AIRCRAFT UNDERWRITERS
Addison, Texas
No. 34
PILOT (L): **JUDY K. SILVERMAN**, Laurel, Maryland
RATINGS: Commercial, Instrument, Flight Instructor, SMEL, Private
   Glider, 1000 hours
CO-PILOT (R): **CLEO S. SHERBOW**, Baltimore, Maryland
RATINGS: Commercial, Instrument, SMEL, 2500 hours
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
SPONSORS: Computer Operations, Inc., Beltsville, Maryland

This will be the second TAR for Judy who flew in 1971 under the name of Willis. She is a recent bride of Stephen, who is owner of the sponsoring team and a glider pilot, just learning power flight. Memberships: AFA, AOPA, SSA, Orange County Chapter—99's.

Cleo is flying her fourth TAR. She is an R.N., parliamentarian, avid golfer, involved in women's rights, active in civic work and in her spare time takes care of non-pilot husband, Theodore, and seven children ranging from 11 to 22. Memberships: AOPA, NAC, NAA, Maryland 99's.

No. 35
PILOT (R): **LOIS FEIGENBAUM**, Carbondale, Illinois
RATINGS: ATR, Com'l, Instrument, Flight Instructor, SMEL, 2250 hrs.
CO-PILOT (L): **MARGIE HALL LOISEAU**, Cape Girardeau, Missouri
RATINGS: Private, SEL, 330 hours
AIRPLANE: Cessna Skyhawk 172 150 h.p.
SPONSORS: Mattel, Inc., Hawthorne, California

Lois is flying her third TAR. Her husband, Robert, is a pilot and Lois taught daughter, Sue, to fly. They have two other children and one grandchild. Lois has been a stop-chairman for several Powder Puff Derbies, has been Ninety-Nine International Teller and International Headquarters Chairman. She is very active in many civic affairs. Memberships: St. Louis Civic Ballet, Women Airline Transport Pilots Ass'n., Cape Girardeau Area Chapter—99's.

Margie is flying her second TAR. Her husband, Paul, is not a pilot but joins their six children and three grandchildren as boosters for this team. Memberships: Cape Girardeau Area Chapter—99's.

To Our Powder Puffers From Maryland . . .
**Judy Silverman and Cleo Sherbow**
Good Luck!

Have A Good Flight
**Lois & Margie**
We're behind you all the way!

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Baltimore, Maryland

WESTMINSTER INSURANCE MGRS., INC.
Paramus, New Jersey

ED MARSHALL INSURANCE, LTD.
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SOUTHERN ILLINOIS AIRPORT
Carbondale, Illinois

AIR ILLINOIS
Carbondale, Illinois

CAPE CENTRAL AIRWAYS, INC.
Cape Girardeau, Illinois
<table>
<thead>
<tr>
<th>No. 36</th>
<th>PILOT (L): MARIAN E. BANKS, San Diego, California</th>
<th>PILOT (R): CARY HUNT, Little Rock, Arkansas</th>
</tr>
</thead>
<tbody>
<tr>
<td>RATINGs: Com'L., Instrument, Instrument Flight Instr. SMEL, 2054 hrs.</td>
<td>RATINGs: Commercial, SEL, 370 hours</td>
<td></td>
</tr>
<tr>
<td>CO-PILOT (L): MARIAN E. BANKS, San Diego, California</td>
<td>CO-PILOT (L): RUTH GRAY, Little Rock, Arkansas</td>
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</tr>
<tr>
<td>RATINGs: Private, Instrument, SEL, 1560 hours</td>
<td>RATINGs: Commercial, Instrument, SEL, 587 hours</td>
<td></td>
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<tr>
<td>SPONSORS: Royal Inns of America, Inc., Jolly King Restaurants, San Diego, California</td>
<td>SPONSORS: In-Sink-Erator, Chicago, Illinois</td>
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This is the sixteenth TAR for Marian and she was pilot of her team which placed second in the 1971 TAR and 1st in the Palms to Pines race. Her husband, Dr. Gerald Banks, is a pilot and they have four children and four grandchildren. Marian served on the AWTAR Board doing Route Survey from 1960 to 1968. Memberships: AOPA, NAA, NPA, WACOA, San Diego Aerospace Museum, San Diego Chapter—99's.

Dottie is also flying her sixteenth TAR and she was co-pilot with Marian in the 1971 PPD and the Palms to Pines race. She was taught to fly by her late husband, Bob, who served the PPD in many capacities over the years. Memberships: AOPA, San Diego Aerospace Museum, El Cajon Valley Chapter—99's.

No. 37
PILOT (R): CARY HUNT, Little Rock, Arkansas
RATINGs: Commercial, SEL, 370 hours
CO-PILOT (L): RUTH GRAY, Little Rock, Arkansas
RATINGs: Commercial, Instrument, SEL, 587 hours
AIRPLANE: Piper Cherokee PA 32 260 h.p.
SPONSORS: In-Sink-Erator, Chicago, Illinois

This is the first TAR for Cary. Her husband, Fred, is a former Navy pilot and they have two daughters and three grandchildren. Memberships: NAC, Arkansas Chapter—99's.

Ruth is flying her first TAR. Her doctor husband, Edwin, is a pilot and they have two children and four grandchildren. Memberships: NAC, Arkansas Chapter—99's.

Good Luck to Marian and Dottie
We Hope You Win!

SNAPP INSURANCE AGENCY
El Cajon, California

BANK OF AMERICA
San Diego, California

Good Luck Cary and Ruth
from everyone at
IN-SINK-ERATOR DIVISION EMERSON ELECTRIC CO.
Racine, Wisconsin
No. 38
PILOT (R): HELEN SHROPSHIRE, Pacific Grove, California
RATINGS: Commercial, Instrument, SMEL, 1505 hours
CO-PILOT (L): HELEN HARRISON, Pebble Beach, California
RATINGS: Private, SEL, 646 hours
AIRPLANE: Piper Comanche PA 24, 260 h.p.

Helen is flying her sixth TAR but took time out from flying to raise Ninety-Nine funds for the 1972 and 1973 Powder Puff Derbies. She is a professional guide at California Heritage Guides, flying members to remote areas for archeological studies. Her husband, Frank, is a pilot and together they have flown to Central America, Bahamas and all the 48. Memberships: Monterey Peninsula Airmen's Ass'n., Monterey Bay Chapter—99's.

Co-pilot, Helen, is flying her first TAR. She earned her license in 1939 and has logged time in a Tri Motor Ford, Condor and PBYS. She lived in Nicaragua and did some flying there. Memberships: Monterey Bay Chapter—99's.

No. 39
PILOT (L): DOROTHY L. PEPIN, Los Angeles, California
RATINGS: Commercial, SEL, 510 hours
CO-PILOT (R): BARBARA M. NICHOLS, Los Angeles, California
RATINGS: Private, SEL, 700 hours
AIRPLANE: Cessna Skylane 182, 230 h.p.

This is the third TAR for Dorothy who works as a Credit Union Manager for Revell, Inc. Her husband, David, is a pilot and they have three children. Dorothy has flown three PARs. Memberships: AOPA, NAA, Los Angeles Chapter—99's.

This is the first TAR for Barbara. Her brother, a pilot back in the 30's, was Barbara's teacher and while she flew a lot back then, it was not till recently that she renewed her interest. Her husband, Dr. Robert B. Nichols, is a pilot and they have four children and three grandchildren. Memberships: AOPA, CAP, FFA, NAA, NPA, Flying Physicians Ass'n., Los Angeles Chapter—99's.
No. 40
PILOT (R): **INGRID HEINZ**, Johannesburg, Republic of South Africa
RATINGS: Commercial, Flight Instructor, SELS, 1150 hours
CO-PILOT (L): **AURIEL MILLER**, Durban, Natal, South Africa
RATINGS: Private, 210 hours
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: INGAILR: South African Airways, Johannesburg, South Africa
This will be Ingrid’s third trip to the United States to fly in her third TAR. She is a registered nurse and a private secretary. She taught her son to fly. She has flown many races in Africa among them the Tip to Top. Memberships: WAA, South African Section—99’s.

No. 41
PILOT (L): **MARGUERITE FAY NIELSEN**, Van Buren, Arkansas
RATINGS: Commercial, SMEL, 794 hours
CO-PILOT (R): **VELMA G. HITE**, Ft. Smith, Arkansas
RATINGS: Private, SEL, 300 hours
AIRPLANE: Mooney M20E 200 h.p.
SPONSORS: Imperial Van Lines, Inc., Torrance, California
Marguerite is flying her third TAR, her last was back in 1966. She has flown the Skylady Derby, Dallas Doll Derby and several local races. Her husband, John, is a pilot and they have two children. Memberships: FFA, Zonta, Wings Over World, Arkansas Aero Club, Arkansas Chapter—99’s.
This is the second TAR for Velma, her first one was in 1963. She took time out between races to raise a family of three and to care for husband, Clarence, who is also a pilot. They have two grandchildren. Memberships: WNAA, Arkansas Chapter—99’s.

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wishes a safe flight
to all Powder Puffers

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For Cessna 150, 170, 172, 175, 177 and Cherokee 140.
Contestants

No. 42
PILOT (L): KAREN M. KAHN, Tiburon, California
RATINGS: Commercial, Instrument SMEL, 290 hours
CO-PILOT (R): ANN MORRISSEY, San Francisco, California
RATINGS: Private, SELS, 168 hours
AIRPLANE: Cessna Cardinal 200 h.p.
SPONSORS: Spectrum Air, Inc. Flight Systems, Inc. Newport Beach, California

This very young team is flying its first TAR. Karen learned to fly at age 18 in 1969 and then on to advance ratings by the end of 1971. She is the only flying member of her family. She worked for her sponsor but is now employed by Tele-Zap Productions. Memberships: AOPA, NPA, Pilots International Ass'n., Bay Cities 99's.

Ann worked for the Aviation Division of Ziff-Davis in New York City and later joined the editorial staff of Flying as Assistant Editor. She left "Fun City" for the Golden West and now works as Editor in the Bank of America's Trust Investment Department. Memberships: AOPA, Bay Cities Chapter—99's.

No. 43
PILOT: GINI RICHARDSON, Yakima, Washington
RATINGS: FAA Examiner, ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, Commercial/Instructor Helicopter, Commercial Gyroplane, Ground Instructor, 20,000 hours
AIRPLANE: Bellanca Super Viking 17-31A 300 h.p.

Gini, who was the winner of the 1971 POWDER PUDDER DERBY, is flying her twentieth TAR. She has placed third and fourth in previous PPD's. 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: AOPA, NAA, Whirly Girls, Eastern Washington Chapter—99's.

Happy Flying to these exciting pilots

Good Luck To Gini Richardson

FLIGHT SYSTEMS, INC.
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A C PROPELLER SERVICE
COLLINS AVIATION SERVICE
WASHINGTON AIRCRAFT
SEATTLE FLIGHT SERVICE, INC.
GALVIN FLYING SERVICE, INC.
Seattle, Washington
Contestants

No. 44
PILOT: SHIRLEY LEHR, Sacramento, California
RATINGS: Commercial, SEL, 488 hours
AIRPLANE: Mooney M20C 180 h.p.
SPONSORS: Sacramento Sky Roamers, California

Shirley is flying her second TAR, this time solo. Her husband, Ernest, has soloed but is content to let Shirley be the family pilot. Their two sons are planning to take up flying as soon as mother gets her instructor's rating. She is an executive secretary for the Methodist Hospital of Sacramento, Memberships: AOPA, Sacramento Sky Roamers, Sacramento Valley Chapter—99's.

No. 45
PILOT (L): MARILYN F. COPELAND, Wichita, Kansas
RATINGS: Private, Instrument, SEL, 585 hours
CO-PILOT (R): GARNETT L. HASTINGS, Wichita, Kansas
RATINGS: Private, SEL, 265 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.

This is Marilyn's seventh TAR, her second as pilot in command. A former teacher, she is now a dental nurse for her husband, Dr. John W. Copeland. They have two children. Her team was ninth in the 1970 PPD and eleventh in 1971. Memberships: AOPA, Kansas State Dental Auxiliary, Kansas Chapter—99's. She was Chairman of the 1971 Ninety-Nines International Convention. This is the second TAR for Garnett. She has been employed for 26 years with Beech Aircraft Corp. as secretary and a member of the Beech Employees Flying Club for nine years. She has two children and four grandchildren. She served as International APT Chairman from '68 to '70 and worked on the 1971 International Convention. Memberships: GSA, Natl. Honor Society, Kansas Chapter—99's.

BEST OF LUCK
to
SHIRLEY LEHR
from her friends
at
McCLELLAN AERO CLUB, INC.
Sacramento, California

To TAR No. 45 Copeland—Hastings
Clear Skies
to Toms River, Girls!

THE FLYING DENTISTS ASSOCIATION
Contestants

No. 46
PILOT (L) BETTY B. HOOD, St. Petersburg, Florida
RATINGS: Commercial, Instrument, SEL, 684 hours
CO-PILOT (R): ETHEL C. GIBSON, St. Petersburg, Florida
RATINGS: Private, SEL, 460 hours
AIRPLANE: Piper Cherokee PA 32  260 h.p.
SPONSORS: Hood's Milk Inc., Jame Interiors, Inc.; Portraits by Irone, St. Petersburg, Florida

Betty is flying her first TAR. Her husband, Dr. Douglas W. Hood, is a pilot and they have five children and three grandchildren to make a very large contingent of roosters. Memberships: AOPA, CAP, FFA, NPA, Florida Grasshoppers, Florida Suncoast Chapter—99's.

No. 47
PILOT (R): MARGARET RINGENBERG, Grabill, Indiana
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, 14,000 hours
CO-PILOT (L): RUTH E. CHRISTEN, Decatur, Indiana
RATINGS: Private, 110 hours
AIRPLANE: Mooney M20C  180 h.p.

Margaret is flying her fifteenth TAR. A former WASP, she is self-employed as a flight instructor. Her husband, Morris, is not a pilot but daughter, Marsha, was taught by Margaret and has flown the race as her co-pilot. We have no word yet as to the flying abilities of son, Mike. Memberships: AOPA, NAA, WASP, Indiana Chapter—99's.

This is the first TAR for Ruth who is a secretary for an insurance firm. She is the only one in her family who flies but give her time to extend her enthusiasm to husband, William, and their two children. Memberships: AOPA, Indiana Chapter—99's.

Smooth Flying to Toms River
Ethel Gibson & Betty Hood

We're Proud of You
Margaret and Ruth

STEWART I. JONES
St. Petersburg, Florida

GIVEN AND SIELING INSURANCE CO.
St. Petersburg, Florida

SUNCOAST MEDICAL CLINIC, INC.
St. Petersburg, Florida

INDIANA
BEECHCRAFT, Inc.
Indianapolis, Indiana
Contestants

No. 48
PILOT (L): SAMMY McKay, Grand Blanc, Michigan
RATINGS: Commercial, SEL, 1350 hours
CO-PILOT (R): JOAN E. MACE, Athens, Ohio
RATINGS: FAA Examiner, ATR, Commercial, Instrument, Flight/Instrument
   Flight Instructor, SMEL, Ground Instructor, 4000 hours
AIRPLANE: Cessna 210 B  260 h.p.
SPONSORS: "Dear Old Dad" - Superior Pontiac Cadillac, Flint, Michigan
   Sammy is flying her fifteenth TAR and Dear Old Dad, George McKay, is coming
   close to a record himself by having sponsored 14 TARs, 15 SMALL races and 8
   Angel Derbies. Bea Steadman, former Ninety-Nines President was Sammy's in-

This is the third TAR for Joan. She was co-pilot for the second place team in 1970.
She teaches ground school, commercial and instrument flying at Ohio University.
Her husband, Nolan, is a pilot and they have three sons. Memberships: All-Ohio
Chapter—99's.

No. 49
PILOT (R): PAT FRIEDMAN, Highland Park, Illinois
RATINGS: Com'l., Instrument, SMEL, SES, Private Glider, 570 hours
CO-PILOT (L): MIMI STITT, Palatine, Illinois
RATINGS: Private, SMEL, 140 hours
   This is the first TAR for Pat. Her husband, Robert, is a pilot and they have two
   daughters and one son. Pat has flown one Ill-nines race. Memberships: AOPA, EAA,
   NAA, Chicago Area Chapter—99's.

Mimi is flying her second TAR. Her team placed fifth in 1971. Her husband, Le
Maine, is not a pilot but one son is a commercial pilot, one son still in school and
their daughter has her multi-engine rating. Memberships: AOPA, NAA, Chicago
Area Chapter—99's.

Best of Luck to
Sammy McKay & Joan Mace

Best Wishes To TAR No. 49
Friedman and Stitt
in the 72 Derby

SUPERIOR
PONTIAC AND CADILLAC
1717 South Dort Highway, Flint, Michigan

SCHAUMBERG STATE BANK
Palatine, Illinois
CENTRAL NATIONAL BANK
Palatine, Illinois
Contestants

No. 50
PILOT (R): BABE WEYANT RUTH, Lansing, Michigan
RATINGS: Commercial, Flight Instructor, SEL, 6000 hours
CO-PILOT (L): ISABEL ROSENBERG MERTELSTEIN, East Lansing,
RATINGS: Private, SEL, 100 hours
AIRPLANE: Bellanca Super Viking 300 h.p.

This is Babe's second TAR. She is a part time flight instructor, and writes many
aviation columns. Her husband, Dale, taught her to fly prior to their marriage. They
have two daughters. Babe has flown many local races. Memberships: AOPA, FFA,
NAC, Silver Wings, Professional Aviation Instructors Ass'n., OX-5, Michigan Chap-
ter—99's.

No. 51
PILOT (L): CHARLENE FALKENBERG, Hobart, Indiana
RATINGS: Commercial, Instrument, SMEL, Ground Instructor 900 hours
CO-PILOT (R): JEANINE TELLEKSON, Oaklawn, Illinois
RATINGS: Private, SMEL, 500 hours

Charlene is flying her fourth TAR and was taught to fly by her husband, Walter.
They owned a plane for six weeks before Charlene would ride in it but then one
lesson and she was hooked. Now her husband wishes she would leave the plane
home for him. Memberships: AOPA, NAC, NAA, Professional Race Pilots Ass'n.,
Chicago Area Chapter—99's.

Jeanine is flying her second TAR again as co-pilot for Charlene. She has also
flown the SMALL race and the INDIANA FAIR LADIES. She has a large rooting sec-
tion in five children ranging in ages from 23 to 14. Memberships: NAA, Florida
Grasshoppers, Chicago Area Chapter—99's.

HAVE A HAPPY RACE,
BABE AND ISABELLE

We're with you
all the way!

HUGH AIR PARTS, INC.
Detroit, Michigan

Best of luck to
two great gals . . .
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Authorized Cessna Dealer
Chicago-Hammond Airport

A.F. (PETE) HARRIGAN, Realtor
Hobart, Indiana

72
No. 52
PILOT (R): MARIAN BURKE, San Antonio, Texas
RATINGS: FAA Examiner, ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, Ground Instructor, 10,000 hours
CO-PILOT (L): RUTH HILDEBRAND, Houston, Texas
RATINGS: Private, Instrument, SEL, 560 hours
AIRPLANE: Piper Comanche PA24 260 h.p.
SPONSORS: Burke Aviation, San Antonio, The Texberry Co., Houston, Modern Aero Sales, Inc., Dallas, Texas

Marian is flying her fifteenth 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. Memberships: AOPA, NAA, San Antonio Chapter—99’s.

Ruth is flying her third TAR. She is owner/manager of four grooming salons called Classy Canine Cuts. Her husband, Dr. Thomas G. Hildebrand, is a pilot and they have two sons.

No. 53
PILOT (R): JUANITA HALSTEAD, Montgomery, Alabama
RATINGS: Private, Instrument, SMEL, 1500 hours
CO-PILOT (L): BENNIE M. PETERS, Selma, Alabama
RATINGS: Commercial, Instrument, Flight Instructor, SEL, 950 hours
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
SPONSORS: Vanity Fair Corp., Reading, Pennsylvania; Professional Air Traffic Controller Organization.

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

Bennie is flying her first TAR. Her husband, Philip, is not a pilot but joins their two children in wishing Mom a fast and good race. Memberships: AOPA, NAFI, Alabama Chapter—99’s.

To Marion and Ruth . . .
have a good race!

Best Wishes To Juanita and Bennie
In the 1972 Powder Puff Derby

CITY ELECTRIC CO.
Selma, Alabama

WINN DIXIE KWIK CHEK
Located Throughout The South
Montgomery, Alabama

THE DEE HOWARD CO.
San Antonio, Texas

GEN-AERO, INC.
San Antonio, Texas
Contestants

No. 54
PILOT (L): RUTH JOHNSON, Chino, California
RATINGS: FAA Examiner, ATR, Commercial, Instrument, Flight/Instrument
     Flight Instructor, SMEL, Ground Instructor, 8500 hours
CO-PILOT (R): VIOLA GENTRY, Miami, Florida
RATINGS: Private, SEL, 2200 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.

This team is flying in memory of two people who were very devoted to aviation: Clara Adams and Arnold Bayley. Ruth, piloting this plane, flew the TAR back in 1956 and she was the winner of the 1947 Women’s Pylon Race in Cleveland. Memberships: WASP.

Viola is flying her third TAR but this does not tell the story. She is a charter member of the Ninety-Nines and has been flying since 1925. She set a woman’s solo endurance record December 20, 1928. Memberships: Silver Wings, WIAA, Ox-5.

No. 55
PILOT (L): CAROLE B. DEPUE, Pocatello, Idaho
RATINGS: Commercial, Flight Instructor, SEL, Commercial/Instructor
     Glider, Free Balloon, Ground Instructor, 1252 hours
CO-PILOT (R): ELAINE PARTRIDGE, Pocatello, Idaho
RATINGS: Private, SEL, 235 hours

This will be the fifth TAR for Carole. She is employed as a freelance flight instructor. Her husband, Ben, is a pilot and they have two children, ages 2 and 6 months. Memberships: AOPA, CAP, Eastern Idaho Chapter—99’s.

Elaine is flying her first TAR. She is a speech pathologist at the U. of Idaho. Her husband, L. Clark Partridge, is a pilot and they have young children, ages 2 1/2 and 9 months. Memberships: AOPA, FFA, NPA, Eastern Idaho Chapter—99’s.

Have A
Happy Race

Smooth Flying
and
Happy Landings
Carol and Elaine

IDAHo
BANK & TRUST CO.
Pocatello, Idaho

SKYTEL AVIATION, INC.
Ft. Lauderdale Executive Airport
No. 56
PILOT (R): RUTH C. BLISS, St. Michaels, Maryland
RATINGS: Commercial, Instrument, Flight Instructor, Private Glider, 2875 hours
CO-PILOT (L): BARBARA BROTHERTON, Limehouse, Ontario, Canada
RATINGS: Private, Instrument, SEL, 600 hours
AIRPLANE: Piper Arrow PA 28 R 180 h.p.

This will be the sixth TAR for Ruth. Her first flight was in "pre-historic" times and there was a 40 year hiatus to her being airborne as a pilot. She loved it so much her husband, Elliott, learned to fly to be a "pinch hitter." Memberships: AOPA, Greater NY-NJ Chapter—99's.

Barbara is flying her fourth TAR. She married an air force pilot, Thomas, and learned to fly in self defense after recovering and re-upholstering old aircraft. Their two sons are also pilots. An ex-New Jerseyite, Barbara was Chairman of the First Canadian Ninety-Nines and is Vice Governor of East Canada Section. She is also busy working on the Ninety-Nine Convention to be held this year in Toronto.

No. 57
PILOT (R): VOLINE DODGSON, Fresno, California
RATINGS: Commercial, SEL, 640 hours
CO-PILOT (L): BETTY MAC PHERSON, Fresno, California
RATINGS: Commercial, Instrument, SEL, 712 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Fresno Chamber of Commerce

This is the second TAR for Voline who is employed as Secretary-Treasurer for her pilot husband, Paul. They have three children. Her interest in flying goes back to Atlantic City in 1950 when appearing there with the Ice Capades. The first plane ride there did it. Voline has flown several California races. Memberships: AOPA, Lincoln Republican Chamber of Commerce, Fresno Chapter—99's.

This is the first TAR for Betty who is owner of Mate Letter Shop. Her flying is for pleasure and she has flown three PARs. Betty and her pilot husband, Calvin, learned to fly together. They have one child. Memberships: AOPA, NPA, Lincoln Republican Chamber of Commerce, Fresno Chapter—99's.

To Ruth Bliss and Barbara Brotherton
Smooth Flying to Toms River!

ROCKLAND AIR EQUIPMENT, INC.
T-P FLIGHT SERVICE, INC.
DECAIR HELICOPTERS, INC.
Spring Valley, New York
EASTON MUNICIPAL AIRPORT AUTHORITY
Easton, Maryland

Our Very Best to TAR 57
Dodgson — MacPherson

TSC CHEMICAL, INC.
Fresno, California
DENAIR AVIATION
Fresno, California
Contestants

No. 58
PILOT YVETTE HORTMAN, Titusville, New Jersey
RATINGS: ATR, Flight/Instrument Flight Instructor, SMEL, Ground Instructor, 1500 hours
SPONSORS: Hortman Aviation, Bristol, Pennsylvania

Yvette is flying her fifth TAR solo. A former flight stewardess with TWA and Colonial Airlines, she is now airport manager and runs Hortman Aviation with her TWA pilot husband, Norman. She obtained her ATR rating while 7 months pregnant...nothing stops the 99's. This arrival made a total of three children. She maintains her French citizenship. Membership AOPA, NATA, Zonta, Eastern Pennsylvania Chapter—99's.

No. 59
PILOT (R): BARBARA A. GOETZ, Fair Oaks, California
RATINGS; Commercial, SEL, Aircraft/Powerplant Mechanic, 267 hours
CO-PILOT (L): THELMA J. CULL, Rancho Cordova, California
RATINGS: Private, SEL, 304 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.

While this is the first TAR for Barbara, she is not new to flying having been a CAP member since 1950 though her flying license did not come until 1970. She has a BS in Aeronautical Maintenance Engineering. She is employed as secretary/treasurer for her pilot husband, Michael. Memberships: CAP, Fun Flyers of Northern California, Sacramento Valley Chapter—99's.

Thelma is flying her first TAR. She is a third grade teacher in the San Juan School District. She and her husband, Neil, learned to fly together. Memberships: National Aviation Education Ass'n., California Aviation Education Ass'n., Sacramento Valley Chapter—99's.

Good Luck, Yvette, in the
1972 Powder Puff Derby

HORTMAN AVIATION
1971 American Aviation Top Dealer

Best Wishes to
BARBARA & THELMA
on their first
Powder Puff Derby

RAT AIR
RESEARCH AVIATION TECHNOLOGY
Division of A. Goetz & Sons, Inc.
Sacramento, California
Contestants

No. 60
PILOT: MONA M. BUDDING, Auburndale, Massachusetts
RATINGS: Commercial, Instrument, SMELS, Private Helicopter, Private Glider, 950 hours.
AIRPLANE: Cessna Skymaster 337E 420 h.p.
Mona is flying her fourth TAR. Her husband, Malcolm is not a pilot but with their daughter the family has made many trips to Mexico, Canada and the Bahamas. She placed ninth in the 1971 PPD. Memberships: AOPA, NAPA, Whirly Girls, Eastern New England Chapter—99's.

Our Best Wishes
To Mona Budding
In The Derby Race

We Wish You
Much Flying
Pleasure In The
'72
POWDER PUFF DERBY

INTERNATIONAL FUELING
HANSCOM FIELD, Bedford, Massachusetts
THEODORE F. GREEN, Providence, Rhode Island
SPRINGFIELD MUNICIPAL, Springfield, Ohio
HARRISBURG INTERNATIONAL, Middletown, Pennsylvania

EMPIRE REALTY CO.
San Diego, California

No. 61
PILOT (L): TERRY VASQUES, San Diego, California
RATINGS: Commercial, Instrument, SMEL, Ground Instructor, 2000 hours
CO-PILOT: (R): BETTY LAMBERT, San Diego, California
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Empire Realty, San Diego
This will be the sixth TAR for Terry. She is employed as a broker for her 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 thirteenth TAR, her first one was in 1949. She has placed fourth, third, second and this year???She is the chief flight instructor at El Cajon Flying School and has three children. Memberships: AOPA, San Diego Chapter—99's.

Our Best Wishes
To Mona Budding
In The Derby Race

We Wish You
Much Flying
Pleasure In The
'72
POWDER PUFF DERBY

INTERNATIONAL FUELING
HANSCOM FIELD, Bedford, Massachusetts
THEODORE F. GREEN, Providence, Rhode Island
SPRINGFIELD MUNICIPAL, Springfield, Ohio
HARRISBURG INTERNATIONAL, Middletown, Pennsylvania

EMPIRE REALTY CO.
San Diego, California

Our Best Wishes
To Mona Budding
In The Derby Race

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Much Flying
Pleasure In The
'72
POWDER PUFF DERBY

INTERNATIONAL FUELING
HANSCOM FIELD, Bedford, Massachusetts
THEODORE F. GREEN, Providence, Rhode Island
SPRINGFIELD MUNICIPAL, Springfield, Ohio
HARRISBURG INTERNATIONAL, Middletown, Pennsylvania

EMPIRE REALTY CO.
San Diego, California
No. 62
PILOT (L): MARGARET MEAD, Manhattan Beach, California
RATINGS: ATR, Commercial, Flight/Instrument Flight Instructor, SMEL,
SES, Learjet rated, Ground Instructor, 8300 hours
CO-PILOT (R): LUCY MOORI BROOKS, Palos Verdes, California
RATINGS: Private, SEL, SES, Learjet rated, Ground Instructor, 830 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
This will be the eighth TAR for Margaret who was a winner in 1968 and 1970. In
1971 she piloted a Piper Aztec in the Great Race from London to Vancouver. She is
employed as District Sales Manager for Gates — Learjet for the Western Region. She is
the only woman jet aircraft salesman. Memberships: AOPA, Long Beach Chapter—99’s.
Lucy is flying her first TAR and was taught by Margaret. She escaped from
Hungary just before the 1950 Revolution where she was a Shakespearian actress.
Under the Nazi regime she was barred from acting, studied nursing which she
worked at when coming to the United States. She is currently a real estate broker.
She has one son.

No. 63
PILOT: VALERA G. JOHNSON, St. Clair, Missouri
RATINGS: Commercial, Instrument, Flight Instructor, SEL, 3250 hours
Valera is flying her sixth TAR. She has been flying since 1962 and constantly
searches for chances to fly, doing charter work for Belmont Trailer Sales and
freelance instruction. She was a Wave/Gunnery Instructor. Her husband, Belmont, is
a pilot and they have flown to the Bahamas on several Treasure Hunts. Memberships: AOPA, NPA, Missouri Pilots Ass’n, St. Louis Aero Club, Greater St. Louis
Chapter—99’s.

Smooth Flying,
Valera Johnson

You’re Flyin’ First
with us
Margaret and Lucy

Best Wishes

CAMPERLAND
OF THE PACIFIC

JEFFERSON BANK
AND TRUST CO.

St. Louis, Mo.
No. 64
PILOT (L): MARION P. JAYNE, Palatine, Illinois
RATINGS: ATR, Commercial, Instrument, Flight Instructor, SMEL, 1800 hours
CO-PILOT (R): PATRICIA JAYNE, Palatine, Illinois
RATINGS: Private, SEL, 65 hours
AIRPLANE: Piper Twin Comanche PA 39  320 h.p.
SPONSORS: The Right Tennis Club, Schaumburg, Illinois
Marion is flying her fifth TAR. She placed fifth in 1971, was a winner of the 1971 Angel Derby. She has won or placed in many small races. When not in the air, Marion is professional horsewoman. She has four children. Memberships: AOPA, American Horse Shows Ass'n., Chicago Area Chapter—99's.
This will be the first TAR for Marion's daughter, Patricia. She will graduate from Miami University in June as a Physics Major and in time to enter this race.

No. 65
PILOT (R): BETTY JO REED, Littleton, Colorado
RATINGS: Commercial, Instrument, SMEL, 2500 hours
AIRPLANE: Mooney M20E  200 h.p.
SPONSORS: McDonald's Drive-In of Denver, Colorado
Betty Jo, flying her fifth TAR, started flying back in 1942. She was a WASP during WWII. Marriage to student pilot, Carl, and four children kept her out of the air until 1958 when the bug hit both Carl and Betty Jo. She is employed as pilot for a Management Corporation. Memberships: AFA, AOPA, NAA, WASP, Zonta, Colorado Pilots Ass'n., Pink Angel Squadron, Colorado Chapter—99's.

Happy Landing, Marion
We hope you win!

Smooth Flying,
Betty Jo Reed.
We're with you to Toms River!

FIRST NAT'L BANK AND TRUST CO.
Barrington, Illinois
AAA CORPORATION
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OF DENVER
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505 East Colfax  3050 W. Jewel
5304 East Colfax  2130 W. Alameda
Contestants

No. 66
PILOT (L): JAN GAMMELL, Denver, Colorado
RATINGS: Commercial, Instrument, SMEL, 3100 hours
CO-PILOT (R): ILOVENE N. POTTER, Seattle, Washington
RATINGS: FAA Examiner, ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, Commercial/Instructor Helicopter, Ground Instructor, 4500 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
This will be Jan’s ninth TAR and she placed third in 1971. She has flown several Angel Derbies and was first in the Pacific Air Race in 1971. She was the winner of the Illi-Nines race in both 1970 and 1971. Her husband, Hank, is a pilot. Memberships: AOPA, NAA, Colorado Chapter—99’s.

Ilovene is flying her fifth TAR. She is a full time flight instructor and FAA examiner for fixed wing and helicopter. Her pilot husband, Leslie, learned to fly at the same time as Ilovene but she instructed him in helicopters. They have three children and three grandchildren. Memberships: WACOA, AOPA, NPA Whirlly Girls, Greater Seattle Chapter—99’s.

No. 67
PILOT (L): MAYBELLE FLETCHER, Houston, Texas
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, SES, 5100 hours
CO-PILOT (R): MARY BYERS, Deer Park, Texas
RATINGS: Private, SEL, 450 hours
This is the fifth TAR for Maybelle who started flying in 1941 and operated her own flying service in Virginia until 1950. She has instructed, ferried, crop dusted, etc. Her husband, James, is a pilot and they have three children and two grandchildren. She soloed her son at 16 years of age. Memberships: NAA, Southwest Flying Club, Houston Chapter—99’s.

Mary is flying her third TAR. Her husband, Arthur (Buddy), flying for 20 years, started Mary flying as a hobby. It caught on and here she is off to the races. They have two children and five grandchildren. Memberships: AOPA, NPA, WNAA, PCP, Space City Women Pilot Ass’n., Texas State Aviation, Houston Chapter—99’s.
No. 68
PILOT (R): DOROTHY F. McALLISTER, Portola Valley, California
RATINGS: Private, Instrument, SEL, 534 hours
CO-PILOT (L): IRENE M. NEALON, Hillsborough, California
RATINGS: Private, SEL, 320 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Loving Husbands: Eugene McAllister & Ivan W. Nealon;
Nealon Aircraft Products Co., San Mateo, California

Dorothy is flying her second TAR, first time as pilot in command. She was sixth place co-pilot in 1971 PPD. She was taught to fly by her instructor husband, Eugene, and he also taught her for that coveted instrument rating. Their son, Kirk, had his instrument rating at 17 and commercial at 18. Memberships: AOPA, San Joaquin Valley Chapter—’99.

Irene is flying her first TAR. Her husband, Ivan, was a WWII pilot and the purchase of a Bonanza led to Irene’s flying lessons. They use their plane for pleasure flying to ski and golf resorts. They have four daughters. Memberships: San Joaquin Valley Chapter—’99.

No. 69
PILOT (R): PAULINE GLASSON, Corpus Christi, Texas
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor,
SMELS, Private Glider, Ground Instructor, 20,800 hours
CO-PILOT (L): DONNA GOLDEN, Corpus Christi, Texas
RATINGS: Private, SEL, 55 hours
AIRPLANE: Cessna 172 K 150 h.p.

Twenty is the number of this TAR for Pauline and she has six trophies. She is self-employed as a Flight Instructor and Aerial Photographer. Her husband, Claude, is a pilot and pipe-line patroller. Each year Pauline flies the race with a new pilot she has taught to fly believing that this race will be of great benefit to them for any future flying they may do. Pauline has also won several trophies in the IAR. Memberships: Tip of Texas Chapter—’99.

Donna is flying her first TAR with her instructor. She and her non-pilot husband, Jerry, own Golden Banner Press. They have two children.

A SAFE FLIGHT
AND
HAPPY LANDINGS
TO
ALL CONTESTANTS
from
RALEIGH-DURHAM AVIATION
Morrisville, North Carolina
AIR WORCESTER
Worcester, Massachusetts

To PAULINE GLASSON
AND DONNA GOLDEN
Good Luck
In The 1972
Powder Puff Derby

BLEDSOE AVIATION
Corpus Christi, Texas
GAULT AVIATION
Corpus Christi, Texas
No. 70
PILOT (L): BEBE RAGAZ, Marion, North Carolina
RATINGS: Commercial, SEL, 625 hours
CO-PILOT (R): KATHY RAGAZ, Marion, North Carolina
RATINGS: Private, SEL, 165 hours

Bebe is flying her third TAR and whoever says there is a generation gap should note—this is a mother-daughter team. Flying is strictly for pleasure for Bebe along with her pilot husband, Dr. Florian J. Ragaz. There are two other daughters. Memberships: AOPA, NAA, N.C. Aero Club, S.C. Aero Club, Carolinas Chapter—99's.

Kathy is flying her second TAR and she is one of the younger generation not afraid to become involved with "us older folks." She is a student at the University of South Carolina. Memberships: N.C. Aero Club, S.C. Aero Club, Carolinas Chapter—99's.

No. 71
PILOT (R): SALLY LA FORGE, Los Angeles, California
RATINGS: Commercial, Instrument, SEL, 510 hours
CO-PILOT (L): VIRGINIA SHOWERS, Santa Monica, California
RATINGS: Private, SEL, 565 hours
AIRPLANE: Piper Arrow PA 28R  180 h.p.

This is Sally's third TAR. She is an engineer employed at the Hughes Tool Co. She has flown two PARs and the 1971 Palms to Pines. Memberships: AHS, AOPA, CAP, Los Angeles Chapter—99's.

Virginia is flying her third TAR. She is self-employed in property management. She has two sons. Virginia has flown two IARs and three PARs. Memberships: AOPA, Los Angeles Chapter—99's.

Happy Flying, Bebe and Kathy!

GOOD LUCK
BEBE AND KATHY

We're Proud You're Representing North Carolina In The Race

MAJOR INDUSTRIES OF McDOWELL COUNTY
OLD FORT FINISHING PLANT
MARION MANUFACTURING CO.
PINE VALLEY FURNITURE CO.
CROSS COTTON MILLS
WASHINGTON MILLS
COLLINS AND AIKMAN
AIR PREHEATER
BROYHILL FURNITURE
DREXEL FURNITURE
AMERICAN THREAD CO.
CLINCHFIELD PLANT
BURLINGTON INDUSTRIES, INC.
No. 72
PILOT (R): MARILYN WHITEHILL HOFFMAN, Houston, Texas
RATINGS: Commercial, SEL, 339 hours
CO-PILOT (L): PATRICIA DARNELL JAMES, Houston, Texas
RATINGS: Commercial, SEL, 238 hours
AIRPLANE: Bellanca 17-31A 300 h.p.
Marilyn is flying her second TAR and was taught to fly by her pilot husband, Carl. The Hoffmans have four children. Memberships: WNAA, Houston Chapter—99's.

No. 73
PILOT: MARTHA BLAIR GAUNCE, Williston, North Dakota
RATINGS: Commercial, Instrument, Flight Instructor, SEL, 1500 hours
AIRPLANE: Piper Cherokee PA 28 150 h.p.
This will be the fourth TAR for Martha. She has taught all three of her children to fly; all three are in college and there is one grandchild. She has flown seven Angel Derbies. Memberships: AOPA, NAA, WASP, Montana Chapter—99's.

To Our Michigan Powderpuffers—good luck in the race!

DAKE CORPORATION
Grand Haven, Michigan

HOWMET CORPORATION
Muskegon, Michigan

Let's Have Another First, Dorothy "TAR 9" Waltz

GRANT CORNELIUS & ASSOCIATES
Wrightwood, California

RALPH CULLEN AIRCRAFT
Torrance, California

GENERAL AVIATION FLIGHT CENTER, INC.
Orange County Airport

TIM PERIOR
PROFESSIONAL PHOTOGRAPHER
Orange, Florida
No. 74
PILOT (R): CAROLINE N. "CONNIE" LUHTA, Painesville, Ohio
RATINGS: Commercial, Instrument, Flight Instructor, SMELS, Ground Instructor, 1150 hours
CO-PILOT (L): PATRICIA E. COLLIER, Bellville, Ohio
RATINGS: Commercial, SMEL, 590 hours
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: Concord Airpark, Painesville; Collier Aero Products, Rupp Industries, Mansfield, Ohio
This is the seventh TAR for Connie who flew the 1970 PPD when seven months pregnant. She is assistant manager, Flight and Ground instructor at Painesville Flying Service where her husband, Adolph, is the fixed base operator. Oh yes—that baby is a future Powder Puffer. She was one of the 1970 AE Scholarship winners. Memberships: AOPA, American Meteorological Society, All-Ohio Chapter—99's.

No. 75
PILOT (R): SUSAN NORMAN, Cupertino, California
RATINGS: Commercial, SEL, 225 hours
CO-PILOT (L): BETTY K. BERKSTRESSER, Cupertino, California
RATINGS: Private, SEL, 93 hours
AIRPLANE: Piper Cherokee PA 28 150 h.p.
This team has little time but much enthusiasm for its first TAR. Susan is an Aerospace Engineer and has worked on both space and aeronautical projects. Her husband, Paul, is not a pilot. Memberships: Santa Clara Valley Chapter—99's.
Betty is also an Aerospace Engineer working at the NASA Ames Research Center. Her mother, Betty Heinrich, was a WASP during WWII and her father, V. K. Berkstresser, was an Air Force Pilot during WWII. What other career than flying could Betty choose with such a background. Memberships: AIAA, AOPA, Santa Clara Valley Chapter—99's.

Best Wishes
To Caroline Luhta and Patricia
In the 1972 Powder Puff Derby

Good Luck in the Derby
Susan and Betty

MANAIRCO, INC.
Mansfield, Ohio
RUPP INDUSTRIES, INC.
Mansfield, Ohio
CROW, INC.
Mansfield, Ohio
RICHLAND AVIATION
Cleveland, Ohio

AMES RESEARCH CENTER
California
Contestants

No. 76
PILOT (L): KAREN WALKER HARRIS, Denver, Colorado
RATINGS: Commercial, Instrument, Flight Instructor, SEL, 800 hours
CO-PILOT (R): SARALEE FISHER, Denver, Colorado
RATINGS: ATR, Instrument, Flight/Instrument Flight Instructor, SMEL, 3000 hours
AIRPLANE: Mooney Ranger M20C 180 h.p.
SPONSORS: Colorado Committee for the Spirit of '76, Denver, Colorado

Karen is flying her first TAR but has been a pilot for seven years though she is only 23 years of age. She has instructed, done traffic watch piloting and broadcasting for a Denver radio station. She is currently a math teacher and part-time flight instructor. Her husband, James, is a pilot and her father has a student license. Memberships: Phi Beta Kappa, Colorado Chapter—99’s.

Saralee is flying her first TAR. She has been flying since 1961 and has worked as a flight instructor and was a company pilot for Colorado Constructors, Inc. of Denver. She has flown one Angel Derby. Memberships: AOPA, FFA, Colorado Chapter—99’s.

No. 77
PILOT (L): RAMONIA SLOAT, Ft. Smith, Arkansas
RATINGS: Commercial, SEL, 1200 hours
CO-PILOT (R): CHARLENE POE, Ft. Smith, Arkansas
RATINGS: Private, SEL, 185 hours
AIRPLANE: Cessna 177 RG Cardinal 200 h.p.
SPONSORS: Mitchell Flying Service; Dog Creek Ranch, Poteau, Okla.

This is the fourth TAR for Ramonia who learned to fly with her family in "case of pilot failure." Her two children and one grandchild will follow her flight with great anticipation. Memberships: WNAA, Arkansas Aero Club, Arkansas Chapter—99’s.

Charlene is flying her second TAR and learned to fly after her pilot husband, Dr. McDonald Poe, Jr., bought an airplane. Charlene is a former R.N. Memberships: WNAA, Arkansas Aero Club, Arkansas Chapter—99’s.

Here's to Colorado's Powder Puff Derby Participants

Pilot Karen Harris
Our Spirit of 76 Girl
and
Co-Pilot Sara Lee Fisher,
from the
Colorado Committee of 76/
for the SPIRIT OF 76.

Come to Colorado in 1976
for the Winter Olympics
and our state Centennial

Best Wishes On a Superb Performance

MITCHELL FLYING SERVICE
Poteau, Oklahoma

MITCHELL FLYING SERVICE
Poteau, Oklahoma
**No. 78**

**PILOT (R): RUTH HODGES, Brighton, Victoria, Australia**

**RATINGS:** Private, Instrument, SMEL, 820 hours

**CO-PILOT (L): PIE GURSANSCKY, Sydney, Australia**

**RATINGS:** Private, SEL, 230 hours

**AIRPLANE:** Cessna Skyline 182 230 h.p.

From Down Under comes this mother-daughter team piloted by Ruth who is flying her second TAR. She flew in the 1967 race. Flying since 1964, she is a leader of the "Slipstreams" - a women's formation flying group of Cessna 150s. This group has been invited to fly in Manila in late 1972. We wish we had more space to list her many accomplishments. Her husband, Harry, is not a pilot. They have three children and one grandchild. Memberships: Australian Women Pilots Ass’n., Royal Victoria Aero Club, Australia Chapter—99's.

Daughter, Pie, began flying for fun in 1968. Her husband, Toby, is a pilot with Quantas Airways. She works for Canine Coiffure Ltd. Memberships: Royal Victoria Aero Club, Australian Women Pilots Ass'n., Australia Chapter—99's.

**No. 79**

**PILOT (R): JEANNE McELHATTON, San Francisco, California**

**RATINGS:** Private, Instrument, SMEL, 1620 hours

**CO-PILOT (L): PAT GLADNEY, Los Altos, California**

**RATINGS:** Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, 13,000 hours

**AIRPLANE:** Bellanca 17-31A 300 h.p.

Jeanne is flying her eighth TAR. She was one of the participants for Direct Relief Flights of Medical Supplies to Santa Barbara. Her husband, Dave, is a pilot and well known radio personality to listeners of KCBS. He keeps listeners well-informed on the progress of the PPD via daily reports from Jeanne. They have three children. Memberships: AOPA, Santa Clara Valley Chapter—99's.

Pat is flying her twentieth TAR and placed fourth in one race. She has been flying since 1935. She taught flying during WWII, then joined the WASPS. She is a free lance flight instructor. Her husband, Jack, is an airline pilot and they have two children. Pat was the very first winner of the coveted 99 AE Scholarship Award. Memberships: AOPA, WASP, Santa Clara Valley Chapter—99's.

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**BELLANCA SALES OF CALIFORNIA**

San Mateo, California
No. 80
PILOT (L): RUTH M. CHAPMAN, Salida, Colorado
RATINGS: Commercial, SEL, 250 hours
CO-PILOT (R): JOEY MEHOS, Salida, Colorado
RATINGS: Private, 130 hours
AIRPLANE: Cessna Skylane 182 230 h.p.
SPONSORS: Best Western Motels, Inc., Phoenix, Arizona; Colorado Lodge Motel; The Salida Inn Restaurant, Salida, Colorado

Ruth is flying her first TAR and is owner/manager along with her pilot husband, John, of Colorado Lodge Motel. They have two children. Salida is in the heart of the mountains and Ruth thought she could never fly through or around them, but she did become glued to the "left" seat and her family hardly saw her until that Private was in her hands. Memberships: AOPA, Colorado Chapter—99's.

Joey is also flying her first TAR. She owns a Cessna 182 and finally convinced her husband, Dr. William G. Mehos, that flying is fun and he is now a student pilot. They have three children. Memberships: AOPA, Colorado Chapter—99's.

No. 81
PILOT: BERNADINE "BERNI" STEVENSON, North Hollywood, California
RATINGS: Commercial, Instrument, SMEL, 2500 hours
AIRPLANE: Mooney M20F 200 h.p.

Berni is flying her second TAR solo. She is President of North Hollywood Industries. Both Berni and her pilot husband, James, are pylon racers and she has placed first in two of her tries. They have two children and four grandchildren. Berni has also flown the IAR, PAR and Palms to Pines races. Memberships: AOPA, EAA, NAA, Professional Race Pilots Ass'n. San Fernando Valley Chapter—99's.

To Ruth Chapman and Joey Mehos
Our best wishes for the 72 Derby

SMOOTH FLYING, BERNI,
TO TOMS RIVER!
Contestants

No. 82
PILOT (L): LORETTA JONES, Independence, Missouri
RATINGS: Commercial, Flight Instructor, SMEL, Ground Instructor 1600 hours
CO-PILOT (R): ERLENE LOWE, Blue Springs, Missouri
RATINGS: Private, SEL, 155 hours
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
SPONSORS: Blue Springs Bank, Blue Springs, Missouri

Loretta is flying her second TAR. Her husband, Garnett, taught her to fly and she does some free-lance ground and flight instruction and an occasional Wing Walk — if that can be listed as an "occasional" event. The Jones have one child. Memberships: NPA, WNAA, Missouri Pilots Ass’n, Greater Kansas City Chapter—99’s.

Erlene is flying her second TAR and is employed as a secretary with the Blue Springs Bank, sponsor of this team. Her husband, Cecil, is a pilot and they have two children. Memberships: Greater Kansas City Chapter—99’s.

No. 83
PILOT (L): MARGE HUDSON, Oklahoma City, Oklahoma
RATINGS: Commercial, SEL, 500 hours
CO-PILOT (R): NORMA WYNN, Edmond, Oklahoma
RATINGS: Private, SEL, 545 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: HUSBANDS

This is the first TAR for Marge. She has flown two Fairview Fly Lady Derbies hoping they would give her experience for "this big one". Her husband, Herbert, is a pilot and they have three children, seven grandchildren and one great grandchild. How proud they must be. Memberships: FFA, Oklahoma Chapter—99’s.

Norma is also flying her first TAR. Her doctor husband, Noble, is a pilot and they have three children ranging in ages from 20 down to one. Memberships: FFA, Oklahoma Chapter—99’s.

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Best Wishes to
Loretta Jones and Earlene Lowe
in the ’72 Derby

BLUE SPRINGS BANK
Blue Springs, Missouri

Good Luck On Your 1st Race!
No. 83 Marge Hudson
and Norma Wynn

NELSON AVIATION
Guthrie, Okla.

CATLIN AVIATION
Oklahoma City, Okla.
No. 84
PILOT (L): **THELMA MICKELSON**, Costa Mesa, California
RATINGS: Commercial, Instrument, SEL, 1050 hours
CO-PILOT (R): **DOREEN CHRISTENSEN**, Santa Ana, California
RATINGS: Private, Instrument, SEL, 450 hours
AIRPLANE: Piper Comanche PA 24   260 h.p.
SPONSORS: MD Associates; Westminster, California

Thelma is flying her second TAR. She works with Volunteer Youth, LIGA International (a group of doctors and dentists who give time setting up clinics in Mexico, Central and South America.) She is company pilot for sponsoring firm. Her husband, Dr. M.S. Mickelson, is a pilot and they have three children. Memberships: AOPA, LIGA, Orange County Chapter—99's.

Doreen is flying her second TAR. She and her dentist husband, Dr. Duayne Christensen, got their pilot's licenses on the same day. With their three children they make many pleasure trips up and down the West coast. Doreen is an R.N. Her team placed 7th in the 1971 PPD. Memberships: AOPA, Orange County Chapter—99's.

---

No. 85
PILOT (R): **PAT K. JETTON**, Dallas, Texas
RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 3000 hours
CO-PILOT (L): **MARGE O. BARR**, Dallas, Texas
RATINGS: Private, SEL, 200 hours
AIRPLANE: Piper Comanche PA 24   260 h.p.
SPONSORS: Airport Flying School, Addison; Lois Young Fashions, Dallas, Texas

This is the third TAR for Pat and she is owner of the Airport Flying School. She was a Link instructor in the USAF for three years. She has flown the IAR and several Skylady Derbies. She has two children. Currently, she is International Secretary of the Ninety-Nines. Memberships: AOPA, NAA, NATA, Dallas Redbird Chapter—99's.

This is the first TAR for Marge who flies just for pleasure. She has flown some local races and one Skylady Derby. She has two sons. Memberships: AOPA, Dallas Redbird Chapter—99's.

Exciting is the word for Pat Jetton & Marge Barr and the big race!
Contestants

No. 86
PILOT (R): MARION BARNICK, San Jose, California
RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 7000 hours
CO-PILOT (L): SUSAN JOHNSON BATES, Sunnyvale, California
RATINGS: Private, SEL, 125 hours
AIRPLANE: Bellanca Super Viking 17-31A 290 h.p.
SPONSORS: Bates Bellanca Sales, Sunnyvale; Gee Bee Aero, San Jose.

Marion, flying her third TAR, was a member of the CPT program during WWII and she was a co-pilot in 1971 in the Great Race from London to British Columbia. She is a partner at Gee Bee Aero as flight instructor/manager. She taught her son, Bob, to fly, and her daughter, Kay. Memberships: AOPA, Silver Wings, Santa Clara Co. Aviation Ass'n., Natl. Aviation Education Ass'n., Santa Clara Valley Chapter—99's.

This is the first TAR for Susan who received her private license in March of this year so she could fly in this race. She is a teacher and does office work with her husband, Donald, owner of the Bates Bellanca Sales. They have three young sons. Memberships: AOPA, EAA, Santa Clara Valley Chapter—99's.

No. 87
PILOT (R): CAROLYN PUGH, Portland, Arkansas
RATINGS: Private, Instrument, SEL, 350 hours
CO-PILOT (L): SALLY GREEN, Monroe, Louisiana
RATINGS: Private, Instrument, SEL, 400 hours
AIRPLANE: Beechcraft Debonair C33 225 h.p.
SPONSORS: Century Telephone Enterprises; Central Bank of Monroe, La.

This is the first TAR for Carolyn who has been flying for four years. Her husband, George, is not a pilot and their three children are still too young to take to the air. Memberships: AOPA, Arkansas Chapter—99's.

Sally is also flying her first TAR and has been flying for just one year. Her husband, Dr. Allan E. Green, is a pilot and they have four children to keep track of this plane crossing the states. Memberships: EAA.

Best Wishes To
Marion Barnick and Susan Bates

We Wish You a Smooth Flight
To Toms River,
Carolyn Pugh and Sally Green

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San Jose, Calif.

SAMAX TOOL & DIE CO.
Sunnydale, California

THE DON L. MYERS CO.
Palo Alto Airport
Palo Alto, California

REED FLYING SERVICE
Portland, Arkansas

WILSON-PUGH, INC.
Portland, Arkansas

PORTLAND BANK
Portland, Arkansas

ALICE-SIDNEY DRYER & SEED CO.
Jerome, Arkansas
No. 88
PILOT (L): NAN GAYLORD, Tulsa, Oklahoma
RATINGS: Commercial, SMEL, 320 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Ross School of Aviation, Tulsa, Oklahoma
Nan is flying her first TAR and must have been too busy going over maps, routes, etc. to give us any biography of herself. Memberships: AOPA, Tulsa Chapter—99's.

No. 89
PILOT: HELEN M. Mcgee, Sonora, California
RATINGS: Private, Instrument, SEL, 901 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Union Democrat, Sonora, California
Helen is flying her fifth TAR solo and she placed 4th in 1969 and 1971 and 6th in 1970. She learned to fly in 1965 and is employed as an accountant for her sponsoring firm. Her husband, Harvey, owner of this firm, is a pilot and they have four daughters, one son and four grandsons. This should make for a lot of Hurrah for Helen in this race. Memberships: Tuolumne County Aeronautical Ass'n, San Joaquin Valley Chapter—99's.

FAIR WEATHER
SMOOTH FLYING
HAPPY LANDINGS
from
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Tulsa, Oklahoma

We Wish
Smooth Flying to Toms River
To Our Colorado Powderpuffers

No. 26 Velda King Mapelli
Stephanie Mapelli Beuchat
No. 65 Betty Jo Reed
No. 66 Jan Gammel
No. 76 Karen Harris
Saralee Fisher

VAN SCHAACK
AVIATION INSURANCE CO.
Stapleton International Airport
Denver, Colorado
Contestants

No. 90
PILOT (R): CHARLOTTE E. PARKER, Wichita, Kansas
RATINGS: Commercial, Flight Instructor, SEL, 1400 hours
CO-PILOT (L): ELEANOR KNOTT, Wichita, Kansas
RATINGS: Private, SEL, 522 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
Charlotte is flying her third TAR and is a flight instructor at Cook Field. Her husband, Gerald, is a pilot and they have two children. Memberships: AOPA, NAA, Kansas Chapter—99's.
Roberta is flying her second 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, TFF, TSAA, Kansas Chapter—99's.

No. 91
PILOT: ALMA HITCHINGS, Lakewood, New Jersey
RATINGS: Commercial, Instrument, SEL, 700 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: First State Bank, Toms River, New Jersey
This is the second TAR for Alma. Her first PPD was as co-pilot. She is a secretary for her sponsor, First State Bank of Ocean County. She has been appointed an FAA Safety Counselor. She has one daughter, Leslie, aged 10. Memberships: AOPA, NAA, Garden State Chapter—99's.

Best Wishes To
Charlotte Parker and Eleanor Knott

To Alma Hitchings
Jet Speed
To
Toms River!

THE TRANE CO.
Wichita, Kansas

PAGE AIRCRAFT MAINTENANCE, INC.
Lakehurst, New Jersey
OCEAN AVIATION, INC.
Toms River, New Jersey
J.W.S. ELECTRONICS
Toms River, New Jersey
ROLF NELSON — PILOT-TRAINER
Fairfield, New Jersey
Contestants

No. 92
PILOT (R): VIRGINIA (GINNY) WEGENER, Santa Rosa, California
RATINGS: ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, Ground Instructor, 4500 hours
CO-PILOT (L): JANNE CARLIN, Santa Rosa, California
RATINGS: Private, SEL, 76 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: NARCO Avionics, Ft. Washington, Pennsylvania

Ginny is flying her eighth TAR and she placed second in 1969 and fifth in 1970. Last year her co-pilot was daughter, Carol Simon. Ginny has owned her own flight school but is now an instructor at Let's Fly, Inc. Her husband, Jack, is a pilot and they have three children. Memberships: AOPA, Women's ATP Ass'n., San Joaquin Valley Chapter-99's.

No. 93
PILOT (L): KATHRYN McNAMARA, Fresno, California
RATINGS: Private, Instrument, SEL, 363 hours
CO-PILOT (R): CAROL BUGAY, Reedley, California
RATINGS: Commercial, SEL, 695 hours

This is the second TAR for Kathryn. She learned to fly and got her instrument rating in 45 days so she could fly the 1971 Powder Puff Derby. She is employed as a teacher of math. Her son is a pilot and her husband, Kenneth, is a past commander of the Sheriff's Air Squadron. Memberships: AOPA, FFA, Amer. Ass'n., University Women, NEA, CIA, FIA, Fresno Chapter-99's.

This is the first TAR for Carol but she is not new to the Powder Puff Derby having served four times as inspector at the start. She is a high school science teacher. Memberships: AOPA, Fresno Yacht Club, Fresno Chapter-99's.

We're With You
All The Way
Virginia Wegener
and Janne Carlin

LET'S FLY, INC.
Sonoma County Airport
Santa Rosa, Calif.
NATION AIR
Sonoma County Airport
Santa Rosa, Calif.

Best Wishes
To Kathryn and Carol
In The 1972 Derby

McNAMARA
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Fresno, Calif.
MORTON WELDING
Hayward Airport
Hayward, Calif.
No. 94
PILOT (L): SHIRLEY BURCH OTIS, Ft. Rucker, Alabama
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, 5 Jumps, Ground Instructor, 1400 hours
CO-PILOT (R): JUDY MCCRUM, Billings, Montana
RATINGS: Private, SEL, 325 hours
AIRPLANE: Mooney M20E 200 h.p.
SPONSORS: Captain Eugene I. Otis.

This is the second TAR for Shirley. She is an airplane and instrument flight instructor. Her husband is Captain Eugene I. Otis and he taught Shirley her private ground school and she taught him commercial and instrument instructor courses. Memberships: Georgia Chapter—99's.

No. 95
PILOT (R): IRENA BRUNKS, Massapequa, New York
RATINGS: Commercial, Instrument, SMELS, Private Helicopter, Ground Instructor, 1000 hours
CO-PILOT (L): DIANE TRIBBLE, Miller Place, New York
RATINGS: Private, SEL, 275 hours
AIRPLANE: Piper Cherokee PA 28 180 h.p.

Irena is flying her first TAR. She was a stewardess and worked in commercial operations and dispatching for 10 years. She is currently a teacher in the secondary schools in Baldwin. She has two daughters and taught her son to fly. She has flown two Angel Derbies. Memberships: AOPA, NAA, Whirly Girls, Long Island Chapter—99's.

Diane is flying her first TAR and she is a third grade teacher. She also works at Mid-Island Air Service at Brookhaven Airport. Memberships: AOPA, Natl. Aerospace Education Council, Long Island Chapter—99's.

Best Wishes Irena & Diane in the '72 Powder Puff Derby

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MID-ISLAND
AIR SERVICE, INC.
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Mastic, New York
No. 96
PILOT (R): TEX WICKENHAUSER, Godfrey, Illinois
RATINGS: Commercial, SEL, 755 hours
CO-PILOT (L): JAN DURR, Edwardsville, Illinois
RATINGS: Private, SEL, 175 hours
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: Friends of Civic Memorial Airport, East Alton, Illinois

Tex is flying her first TAR. She is an interior decorator and also does aviation insurance sales. Her husband, Joseph, is a pilot and they have an equal number of sons and grandsons — 5 of each — and an equal number of daughters and granddaughters — 1 of each. Memberships: AOPA, St. Louis Chapter—99's.

Jan is flying her first TAR. Her husband, Wendell, is a pilot and they have three young daughters to make a large booster team when combined with the members of her pilot's family. Memberships: AOPA, St. Louis Chapter—99's.

No. 97
PILOT (R): LAURA T. LITTLE, San Diego, California
RATINGS: Commercial, SEL, 425 hours
CO-PILOT (L): MARLENE BENNETT, Pasadena, California
RATINGS: Private, SEL, 271 hours
AIRPLANE: Piper Cherokee PA 28 150 h.p.

This is the first TAR for this team piloted by Laura. Her hobbies, when not off flying in the California sunshine, are gardening and camping. Memberships: AOPA, NAA, NPA, San Diego Chapter—99's.

Marlene is a teacher in the 5th grade in the Pasadena Public School System. Her hobby is skiing. Memberships: AOPA, NPA.
Contestants

No. 98
PILOT (R): BERNICE M. BARRIS, Highland Heights, Ohio
RATINGS: Commercial, SMEL, 308 hours
CO-PILOT (L): EDYTHE "EDY" S. MAXIM, N. Olmsted, Ohio
RATINGS: Commercial, Instrument, SEL, 880 hours
AIRPLANE: American AA5 150 h.p.
SPONSORS: Mrs. L. Ludvigson; Finnicum & Shields, Ohio

Bernice is flying her first TAR. She and her pilot husband, Robert, learned to fly together. She is secretary and saleslady for ABC Drilling Co. The Barris' have two sons and one daughter. Memberships: AOPA, All-Ohio Chapter—99's.

Edy is flying her second TAR and she learned for "safety" reasons. Her husband, John, is a pilot. She is a secretary for Aircraft Service, Inc. Edy has flown the IAR, AWNEAR, SMALL, FAIR LADIES and has placed in some of them. Memberships: NAA, Silver Wings, IPA, All-Ohio Chapter—99's.

No. 99
PILOT: MARDO CRANE, Cupertino, California
RATINGS: Commercial, SMEL, 2500 hours
AIRPLANE: Piper Comanche PA24 400 h.p.
SPONSORS: Western Mobile Home Park, Santa Rosa, California

Mardo is flying her fourth TAR but is not new to the Derby having been its first chairman from 1947 through 1952. Mardo has been an aviation writer; school teacher; has done promotion flying for cities; raises Cairn Terriers; sculps; lectures on aviation and her latest novel is LADIES! REV UP YOUR ENGINES!— the fictional story of the Powder Puff Derby. Amelia Earhart was the one who suggested Mardo take up flying. Memberships: AOPA, NAA, WASP, Theta Sigma Phi, Santa Clara Valley Chapter—99's.

Best Wishes To Bernice Barris and Edythe Maxim

HORN FLYING SCHOOL, INC.
Chagrin Falls, Ohio

Best Of Luck To You, Mardo!

DYNAMIC AGENTS, INC., REALTORS
Specializing In Homes
Walnut Creek, California
No. 100
PILOT (R): LORNA de BLICQUY, Ottawa, Canada

CO-PILOT (L): BETTY JANE SCHERMERHORN, Ottawa, Canada
RATINGS: Commercial, SELS, 310 hours
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: Bradley Air Services, Inc., Carp, Ontario

This is the third TAR for Lorna. She is an instructor for the Ottawa Flying Club. Her husband, Richard, is an ARCTIC pilot and they have one daughter. Lorna has had some High Arctic flying experiences. She was one of the 1970 AE Scholarship winners. Memberships: COPA, CSA, Whirly Girls, Canadian Gliding Club, Canadian Historical Aircraft Ass’n, Eastern Ontario Chapter—99’s.

Betty Jane is flying her second TAR. She is a teacher. Her husband, John, is a pilot and they have three children. Memberships: COPA, Vernon Flying Club, Ottawa Flying Club, Eastern Ontario Chapter—99’s.

No. 101
PILOT (R): KATHLEEN FITZPATRICK, Miraleste, California
RATINGS: Commercial, SEL, 300 hours

CO-PILOT (L): MARY CATHERINE GOTTSCHALK, W. Covina, California
RATINGS: Private, SEL, 70 hours
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: R. B. Furniture, Gardina; Sierra West Airlines, Van Nuys, California

This is Kathleen’s fourth TAR. She was taught to fly by her mother. She is employed as a secretary at Rose Aviation. She placed second in Air Navigation at NIFA, 1971 and was Top Woman in PCIFA in 1972. Memberships: NIFA, PCIFA, Alpha Eta Rho, Long Beach Chapter—99’s.

This is the first TAR for Mary who is a public information officer at Mt. San Antonio College. She has two sons and four grandchildren. Memberships: AOPA, CAP, NIFA, PCIFA, CARA, Alpha Eta Rho.

Best of Luck
Kathleen and Mary

AC
Salutes everyone associated with the 26th annual Powder Puff Derby.

SPERRY AIR SERVICES, INC.
Torrence Airport
Torrence, California
No. 102
PILOT (L): CATHERINE GROVER, Baltimore, Maryland
RATINGS: Commercial, Instrument, SMEL, Ground Instructor, 700 hours
CO-PILOT (R): GERRY STORM, Baltimore, Maryland
RATINGS: Private, SEL, 525 hours
AIRPLANE: Cessna Skyhawk 172  150 h.p.
SPONSORS: Cimatron Company, Santa Monica, California

This is the first 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.

Gerry is flying her first TAR. She is the head nurse at Continental Can Co. in Baltimore. She has one son, David. Memberships: AOPA, Maryland Chapter—99's.

No. 103
PILOT (R): MARY M. PEARSON, Valley Center, California
RATINGS: FAA Examiner, Commercial, Instrument, Flight Instructor,
         SELS, Ground Instructor, 8500 hours
CO-PILOT (L): JANICE L. FREE, Vista, California
RATINGS: Private, SEL, 150 hours
AIRPLANE: Piper Cherokee PA 28  150 h.p.
SPONSORS: Omni Aviation Managers, Van Nuys; Flight Trails, Carlsbad, California

Mary is flying her seventh TAR. She learned to fly while in college. She and her husband, Bradford, are co-owners of Flight Trails where Mary is the chief pilot and teaches ground school. They have one child and one grandchild. Memberships: Palomar Chapter—99's.

Janice is flying her second TAR. Her husband, Stuart, is a pilot. Memberships: Palomar Chapter—99's.
No. 104
PILOT: PAULINE GOSLOVICH, Santa Rosa, California
RATINGS: Commercial, SMEL, 450 hours
AIRPLANE: Piper Cherokee PA 28   150 h.p.
Pauline is flying her second TAR. She started flying in 1967. She is a teacher in the first grade in the Santa Rosa City Schools. She is a part time secretary and charter pilot at Let’s Fly, Inc.

No. 105
PILOT (R): RUTH M. STAFFORD, Lake Lotawana, Mo.
RATINGS: Com’l, Instrumnt, SMEL, Private Glider, 619 hrs.
CO-PILOT (L): JO ANN REINDL, Leavenworth, Kansas
RATINGS: Com’l, Flight Instructor, SEL, 1215 hrs.
AIRPLANE: Piper Twin Comanche, PA30   320 h.p.
This is the first TAR for Ruth who was taught to fly by her husband, Sheldon. She has three sons and three and one-half grandchildren. Memberships: NAA, SSA, Gr. Kansas City Chapter—99’s.
This is the first TAR for Jo Ann, but she has been an NAA timer for several TARs. She taught her oldest son to fly and will teach her two other sons as soon as they are old enough. Her husband, Joseph, is also a pilot. Memberships: EAA, NAFI, Gr. Kansas City Chapter—99’s.

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Happy Landing
To All Contestants

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SIMPLEX TIME RECORDER CO.
GARDNER, MASSACHUSETTS, U.S.A. 01440
## Resume of Past Races

<table>
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<tr>
<th>Year Start and Terminus</th>
<th>Total Miles</th>
<th>Planes Entered</th>
<th>Winners Pilot &amp; Co-Pilot</th>
<th>Aircraft</th>
<th>Average (Mph) Ground Speed</th>
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<tbody>
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<td>1947 Palm Springs, Cal. to Tampa, Florida</td>
<td>2242</td>
<td>1</td>
<td>P—Carolyn West CP—Beatrice Medes</td>
<td>Ercoupe</td>
<td>102.0</td>
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<td>1948 Palm Springs, Cal. to Miami, Florida</td>
<td>2540</td>
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<td>P—Frances Nolde CP—Sue Kindred</td>
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<td>1949 San Diego, Cal. to Miami, Florida</td>
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<td>1950 San Diego, Cal. to Greenville, S.C.</td>
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<td>P—Jean P. Rose CP—&quot;Boots&quot; Seymour</td>
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<td>P—Frances Bera CP—Marcella Duke</td>
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<td>1954 Long Beach, Cal. to Knoxville, Tenn.</td>
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<td>51</td>
<td>P—Ruth Deerman CP—Ruby Hayes</td>
<td>Cessna 140A</td>
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<td>1955 Long Beach, Cal. to Springfield, Mass.</td>
<td>2787</td>
<td>47</td>
<td>P—Frances Bera CP—Edna Bower</td>
<td>Cessna 180</td>
<td>175.0</td>
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<tr>
<td>1956 San Mateo, Cal. to Flint, Mich.</td>
<td>2366</td>
<td>50</td>
<td>P—Frances Bera CP—Edna Bower</td>
<td>Beechcraft Bonanza E35</td>
<td>183.0</td>
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<tr>
<td>1957 San Mateo, Cal. to Philadelphia, Pa.</td>
<td>2567</td>
<td>49</td>
<td>P—Alice Roberts CP—Iris Critchell</td>
<td>Beechcraft Bonanza C35</td>
<td>188.53</td>
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<td>1958 San Diego, Cal. to Charleston, S.C.</td>
<td>2177</td>
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<td>P—Frances Bera CP—Evelyn Kelly</td>
<td>Beechcraft Bonanza A35</td>
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<td>1959 Lawrence, Mass. to Spokane, Wash.</td>
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<td>P—Aileen Saunders CP—Jereyn Cassell</td>
<td>Cessna 172</td>
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<td>1960 Torrance, Cal. to Wilmington, Del.</td>
<td>2509</td>
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<td>P—Aileen Saunders CP—June Douglas</td>
<td>Cessna 172</td>
<td>136.0</td>
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<tr>
<td>1961 San Diego, Cal. to Atlantic City, N.J.</td>
<td>2709</td>
<td>101</td>
<td>P—Frances Bera</td>
<td>Beechcraft Bonanza E35</td>
<td>182.2</td>
</tr>
<tr>
<td>1962 Oakland, Cal. to Wilmington, Del.</td>
<td>2546</td>
<td>54</td>
<td>P—Frances Bera CP—Edna Bower</td>
<td>Beechcraft Bonanza F35</td>
<td>196.41</td>
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<tr>
<td>1963 Bakersfield, Cal. to Atlantic City, N.J.</td>
<td>2460</td>
<td>47</td>
<td>P—Virginia Britt CP—Lee Winfield</td>
<td>Piper Cherokee 180</td>
<td>158.8</td>
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<tr>
<td>1964 Fresno, Cal. to Atlantic City, N.J.</td>
<td>2573</td>
<td>61</td>
<td>P—Mary Ann Noah CP—Mary Atkins</td>
<td>Piper Cherokee 160</td>
<td>130.17</td>
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<tr>
<td>1965 El Cajon, Cal. to Chattanooga, Tenn.</td>
<td>2407</td>
<td>79</td>
<td>P—Mary Ann Noah CP—Mary Atkins</td>
<td>Piper Cherokee 160</td>
<td>144.2</td>
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<tr>
<td>1966 Seattle, Wash. to Clearwater, Fla.</td>
<td>2876</td>
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<td>P—Bernice Steadman CP—Mary Clark</td>
<td>Piper Comanche 260</td>
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<tr>
<td>1967 Atlantic City, N.J. to Torrance, Cal.</td>
<td>2497</td>
<td>76</td>
<td>P—Judy Wagner</td>
<td>Beechcraft Bonanza K35</td>
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<tr>
<td>1968 Van Nuys, Cal. to Savannah, Ga.</td>
<td>2469</td>
<td>81</td>
<td>P—Margaret Mead CP—Billie Herrin</td>
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</tr>
<tr>
<td>1970 Monterey, Cal. to Bristol, Pa.</td>
<td>2760</td>
<td>98</td>
<td>P—Margaret Mead CP—Susan Oliver</td>
<td>Piper Comanche 260</td>
<td>202.10</td>
</tr>
<tr>
<td>1971 Calgary, Canada to Baton Rouge, La.</td>
<td>2442</td>
<td>150</td>
<td>P—Gini Richardson</td>
<td>Cessna 210J</td>
<td>207.70</td>
</tr>
</tbody>
</table>
25TH ANNIVERSARY WINNERS

In 1951 Gini flew her first Powder Puff Derby. Over the years she has logged 20,000 hours and has flown the Powder Puff Derby 19 times, usually with a co-pilot. Up until 1971 she had come in third and fourth twice.

In 1971 Gini decided to go it alone for the big money in the 25th Anniversary Race. She had worked out a unique navigational aid to get her from point to point. It is well-known that women resort to bobby pins instead of bailing wire, but Gini decided that clip clothes pins were a girl's best friend. She strung a clothes line across her airplane cockpit upon which she clipped her maps, approach charts and fly-by instruction, in the order she would use them. In flight, she reached back for the necessary paper which she then clipped to the hem of her skirt for ready reference. This method, Gini told TV audiences, contributed greatly to her winning the more than $10,000 in prize money in her Cessna 210J out of a field of 145 planes. It has not yet been determined if the male students at Gini's flying school wear kilts when they go cross-country.

Gini has a sunny disposition and has shown impeccable sportsmanship over the years being ever helpful to new racers seeking her sound advice. In this 25th Anniversary race, Gini had sportingly advised runner-up Marian Banks and her co-pilot, Dottie Sanders, who were flying a Piper Comanche 260, how best to fly the northern mountainous legs of the race. Had Marian rigidly followed this advice, their positions might have been reversed since little more than a point separated first and second places.

Gini will represent the Powder Puff Derby at Transpo 1972 in Washington, D. C. where she will fly the plane in which she won the 1971 race.

This year you will find Gini in plane No. 43, flying a Bellanca Super Viking with 300 horsepower, a model new to the race.

1971 WINNERS. The pilots are standing, the Co-pilots are seated. Reading in teams from left to right: First Place: Gini Richardson, solo; Second Place, Marian Banks, Dottie Sanders; Third Place, Jan Gammell, Ilovene Potter; Fourth Place, Helen McGee, solo; Fifth Place, Marion Jayne, Mimi W. Sitt; Sixth Place, LaVerne Gudgel, Dorothy McAllister; Seventh Place, Doreen Christensen, Amy Koning; Eighth Place, Dorothy A. Waltz, Wally Funk II; Ninth Place, Mona Budding, Kathy Caston; Tenth Place, Charlotte Parker, Roberta Knott.
GET THE ANSWERS HERE


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AWARDS

First Place
AWTAR Trophy for Pilot and Co-pilot.
$5,000 Cash.
Jeppesen ATR Tour of the USA.

Second Place
AWTAR Trophy for Pilot and Co-pilot.
$3,000 Cash.
Jeppesen Airway Manual coverage for 1 yr. including avigation, area, Sid and Star and approach charts.

Third Place
AWTAR Trophy for Pilot and Co-pilot.
$2,000 Cash.
Jeppesen Airway Manual coverage for 1 yr. including avigation, area, Sid and Star and approach charts.

Fifth Place
AWTAR Trophy for Pilot and Co-pilot.
$1,000 Cash.
Jeppesen CR-3 Computer to Pilot.

Seventh Place
AWTAR Trophy for Pilot and Co-pilot.
$300 Cash.
Jeppesen CR-3 Computer to Pilot.

Eighth Place
AWTAR Trophy for Pilot and Co-pilot.
$200 Cash.
Jeppesen CR-3 Computer to Pilot.

Ninth Place
AWTAR Trophy for Pilot and Co-pilot.
$100 Cash.
Jeppesen CR-3 Computer to Pilot.

Tenth Place
AWTAR Trophy for Pilot and Co-pilot.
$75 Cash.

LEG PRIZES

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Thanks to:
- Joe Mackie's Winner's Inn, Winnemucca, Nev.
- Joe Mackie's Winner's Inn, Winnemucca, Nev.
- Pat Kelley Tours & Travel, Inc., Honolulu, Hi.
- Joe Mackie's Winner's Inn, Winnemucca, Nev.
- Joe Mackie's Winner's Inn, Winnemucca, Nev.
- Big John's Bar & Que Pit, Skypot Restaurant, Scottsbluff, Neb.

Engraved Plaques to first and second pilot - Iowa State Aeronautics Commission

- Silver Tray to 1st co-pilot - Dwyer Aircraft, Mason City, Iowa
- $270 Aviation Committee, Sioux City Chamber of Commerce; Airport Advisory Board, Sioux City, Iowa.
- $20 Iowa Chapter Nineteen-Nineteen.

Engraved Plaques to first and second pilot - Iowa State Aeronautics Commission

- $175 - Anonymous (Sioux City)
- $10 - Niederhauser Aviation Corp., Marshalltown, Iowa.
- Quad City Airman's Assoc., Moline, Ill.
- Lakewood, N.J.
- Robert J. Miller Airpark Award, Toms River, N.J.
- Robert J. Miller Airpark Award, Toms River, N.J.
26th POWDER PUFF DERBY
JULY 7-10, 1972

AWTAR, INC.
Teterboro Airport
Teterboro, New Jersey
1972 POWDER PUFF DERBY START

HONORARY STARTER

Colonel Gregory "Pappy" Boyington, USMC Ret.

Photo: Douglas Q. White

WAR HERO PAPPY IN 1945
Congressional Medal of Honor
Navy Cross.

(Portions of the following reprinted by permission of Gene Grigg from The Fresno Bee)

"How many living heroes does Fresno have — men or women whose characters are so good, whose actions are so courageous or whose abilities are so superlative they furnish a pattern for emulation?"

William Saroyan, the writer. Perhaps a gaggle of sports stars ... But few others. Even though the Vietnam war has dragged on for almost a decade with U.S. involvement, it has produced no military heroes from Fresno and few from the nation as a whole.

With this short supply, it is good news to know an authentic hero — maybe one of the second level but a real live hero nonetheless — resides in Fresno from time to time.

He is Gregory "Pappy" Boyington, now 59 years old, slowed down following a couple of cancer operations, but still trailing the aura of a superman from years gone by.

If you are an adult even slightly seasoned with advancing years, you cannot help knowing about Pappy. He is credited with shooting down 28 Japanese planes during his service in the Flying Tigers under Claire Chennault and later as a Marine Corps pilot and squadron leader in World War II.

He may not have been the top ace among American airmen — Dick Bong, for one, shot down more enemy planes — but few other U.S. pilots in that war performed with more dash and flamboyance. The fact that he had a penchant for barroom brawling and romantic involvement added a dimension of glamour. He was a kind of Errol Flynn with wings.

Boyington also has a reputation for outspokenness, displayed in detail in his book "Baa Baa Black Sheep." Published fifteen years ago, it is one of the better memoirs to come out of the war. Boyington started out writing it with a collaborator, but those who know him say it reads just as he talks. It bears too personal a stamp to be turned out by a ghost, they say.

Ghost written or not, however, the book succeeds in involving the reader in his exploits against the Japanese. His phenomenal streak of enemy planes blasted out of the sky came to an end over Rabaul on New Britain in the Solomon Islands on January 4, 1944, when he was finally shot down himself." Although severely injured, he survived 20 months in Japanese "special captives" camps with no medical attention and an inadequate diet.

Despite this experience, he displays great understanding of the Japanese culture and is particularly compassionate in describing the war-impoverished civilians who tried to befriend the American prisoners whenever possible.

He had little respect for Chiang Kai-shek, the leader of the Chinese government, however, calling him a "mummy" and "a front who never said anything on his own or even thought for himself." He accused Mme. Chiang of leading the Generalissimo around "where she wanted him to be led..."

Boyington had the same sort of scorn for Chennault, who, he said, enjoyed a high reputation more for his myth-making ability than for his military acumen.

From pre-war flight instructor at Pensacola to commercial pilot flying charters out of Lockheed Air Terminal in the late '50s and early '60s, except for a brief spell of refereeing professional wrestling on early TV, Boyington has led an aviation-oriented life. The Start Committee is pleased that Pappy has been enticed down from the Sierra foothills where he is building a retirement home to wave TAR No. 1 off the San Carlos runway with his Black Sheep Squadron flag and start the 26th annual Powder Puff Derby.

Photo: Douglas Q. White

PAPPY IN RETIREMENT
CAPTAIN ELGEN LONG

Serving as principal speaker at the Take-off Banquet and Honorary Chairman of the 1972 Powder Puff Derby Start Committee is record-setting global navigator Elgen M. Long, Flying Tiger Line Captain.

A native of Oregon, Long attended high school in Coos Bay but was graduated from College of San Mateo in California. He served with the U.S. Navy in World War II and has been with Flying Tiger Line since 1947 as navigator, first officer, and Line Captain flying Douglas Super DC-8-63F aircraft. With over 15,000 hours of international flying experience and 25,000 total hours logged, he has an absolutely clean record of no accidents and no violations.

Late last year Elgen Long set out from San Francisco to fulfill a 20-year dream. Flying in a Piper Navajo equipped with a special Carousel IV automatic inertial navigation system, he successfully completed the first solo circumnavigation of the world via both poles and established eight world records:

1. First flight around the world landing on all seven continents.
2. First solo flight around the world at the poles.
3. First flight crossing the Equator at the Prime and 180th Meridians.
4. First solo flight across Antarctica.
5. First solo flight Antarctica to Australia.
6. First Federation Aeronautique International (FAI) Class C flight around the world at the poles.

7. First FAI Class C flight North Pole to South Pole.
8. First FAI Class C flight Equator over South Pole to Equator.

"The Crossroads Endeavor," as the adventure was dubbed, involved the entire Long family in initial planning. Married daughter Donna Weiner and 21-year old son Harry, who later monitored the worldwide AT&T network and transmitted communications, joined in the endless hours of flight planning, letter writing, meetings, and equipment preparation. Besides maintaining their Woodside, California home, Marie Long acted as logistics manager for her husband's flight. In the end, Marie flew nearly 10,000 miles more than Elgen by commercial airliner to meet him in such key stopover cities as London, Rio, Sydney, and Tokyo.

Following a hero's welcome in the rain at SFO on December 3, 1971, Long has been increasingly sought out as a featured speaker by many groups and organizations. Recent appearances have been at San Jose State College, Purdue University, the Oregon Museum of Science and Industry, and, of course, our own Chequered Flag Dinner. His first effort at emceeing at that event was so impressive that he was forthwith invited to serve as Honorary Chairman!

Among the many awards he has received are the Franklin Harris Trophy, a Piper Aircraft Trophy, First Citizen Award from San Mateo County, and the Institute of Navigation Superior Achievement Award for Practicing Navigator for 1971.

Listed as “one of his biggest thrills” since the trip was attendance as an honored guest at the Apollo 16 space launch and touring the Houston Manned Space Center, where he was privileged to fly the space shuttle simulator.

Wedged between regular flight duties and backyard training sessions with the new family puppy named "Powder Puff," Elgen is finding time to work on his next project, which is to solve the mystery of the disappearance of Amelia Earhart.

Photos: Steve Heselton, CSM

ELGEN WITH POWDER PUFF
We are proud that eight Powder Puffers have chosen the Bellanca. The Viking is special... so are they.
ELEGANCE. There is no better word to describe the meticulous beauty of a Viking interior.

Why?

Interiors... A fine aircraft deserves a fine interior, and we believe Viking is the finest aircraft in its class. This is why we take so much pride in designing and carefully hand-finishing our Viking interiors.

Russet, Autumn orange, Forest green, Deep sea blue. These are some of the fifteen color combinations Viking owners choose from. No traditional, drab interiors for Viking. The Viking is special, and so are our colors.

The same goes for our appointments, our thick carpets, our rich tweed fabrics and coordinated velvet headliners. All reflect the same good taste that goes into the interior design of a fine home.

The workmanship is, of course, superb. Why go to all the trouble? It's a matter of pride with us. We consider craftsmanship to be a Viking trademark and we want that to be evident inside and out. Viking owners expect excellence. And that's what they get.

High performance, responsiveness, stability, economy, structural integrity... elegant interiors. With Viking, these are not just words.

Super and Turbo Viking. Phone or write for further information.

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