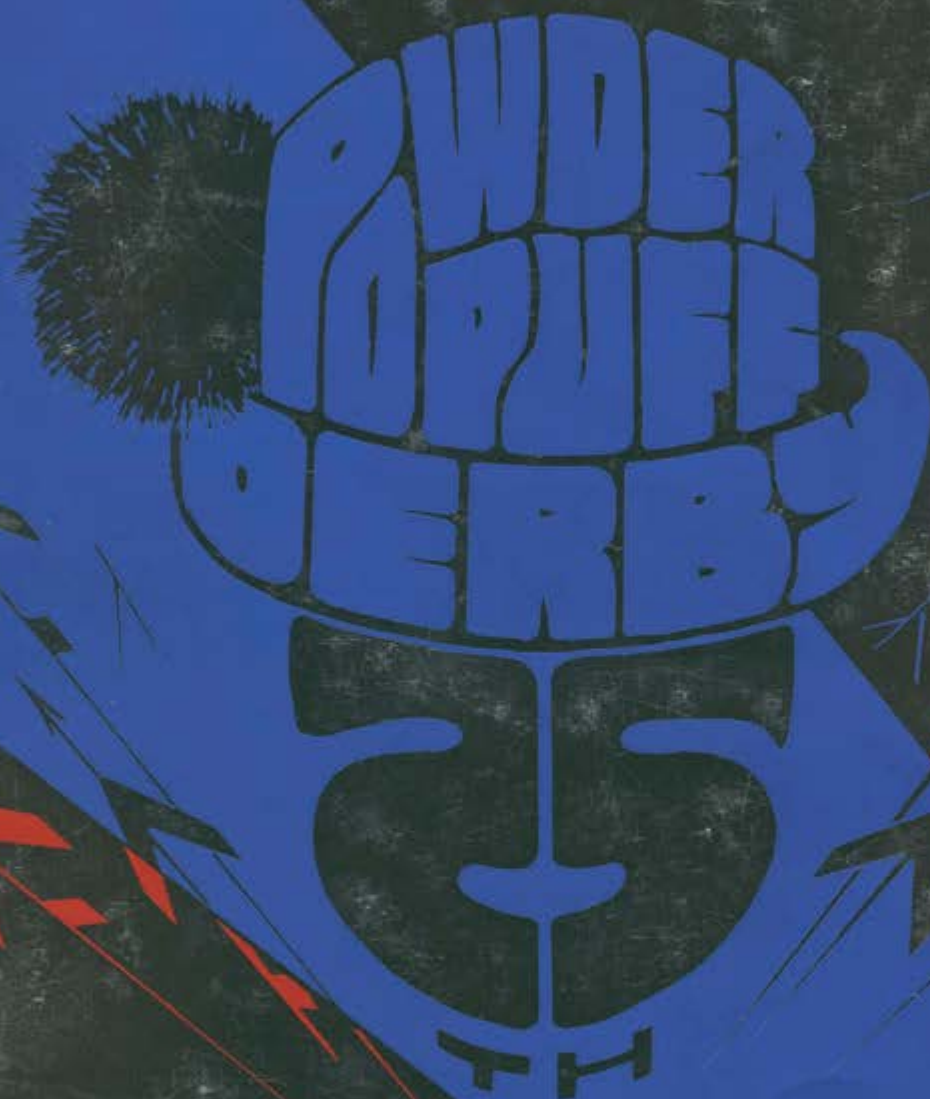


SOUVENIR PROGRAM

1971

JULY 5-8



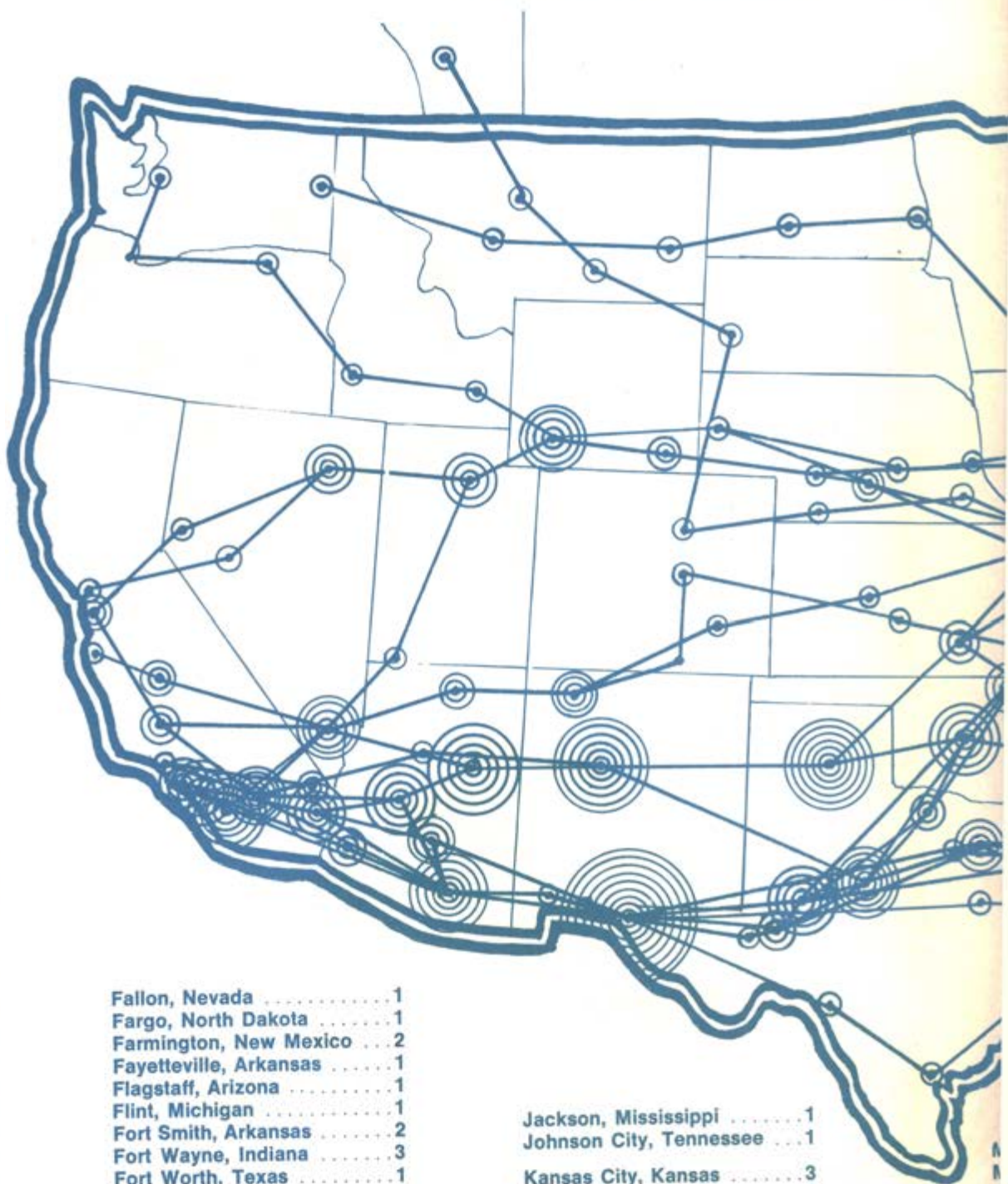
JUBILEE

**CALGARY, CANADA TO
BATON ROUGE, LOUISIANA**

2.00

25 Years of Powder Pu

touching down at 153 cities, 41 states



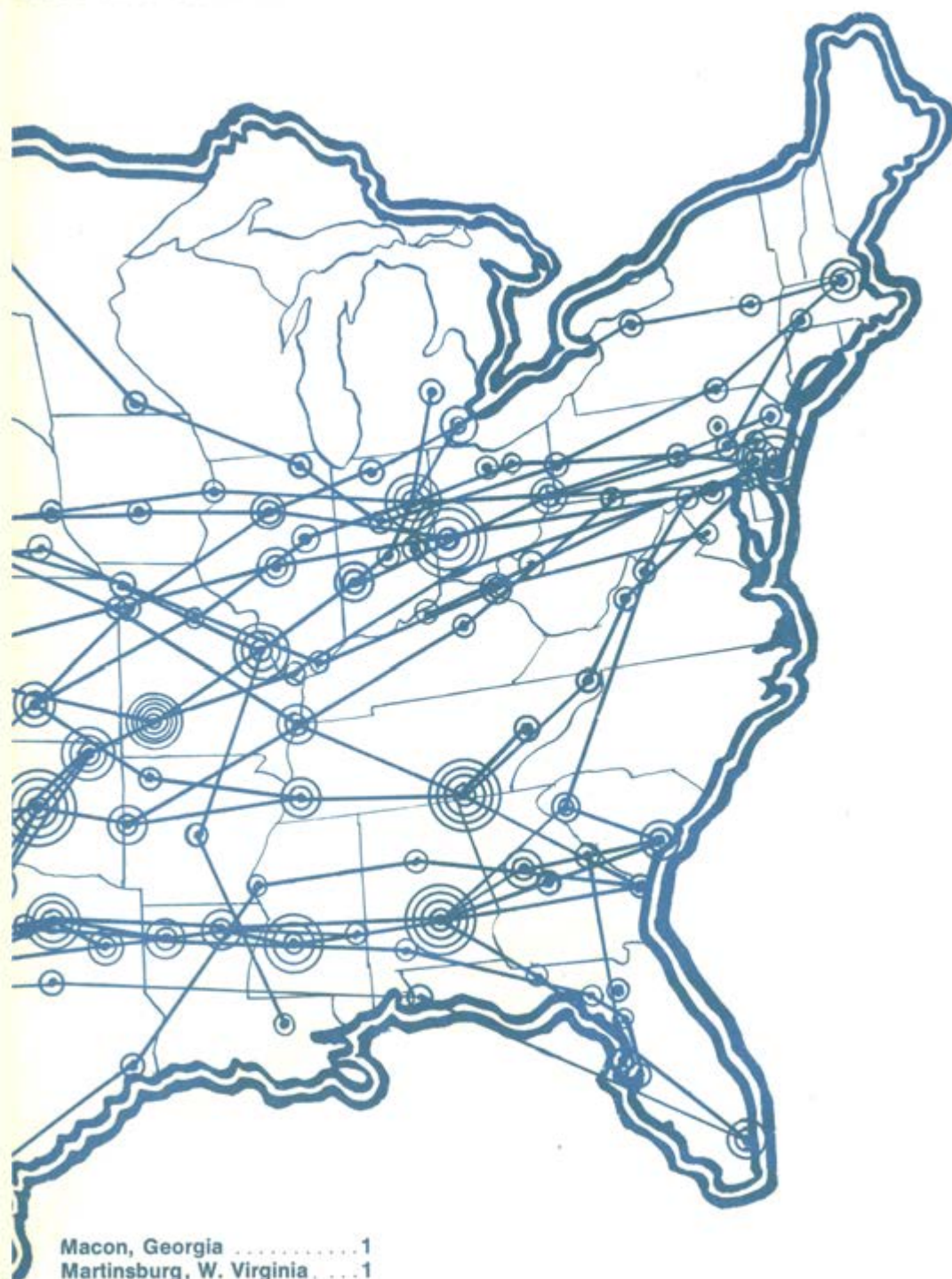
Abilene, Texas	6
Akron, Ohio	1
Albuquerque, New Mexico	6
Amarillo, Texas	6
Atlanta, Georgia	1
Atlantic City, New Jersey	3
Augusta, Georgia	1
Bakersfield, California	2
Baton Rouge, Louisiana	1
Beaumont, Texas	1
Big Springs, Texas	2
Billings, Montana	1
Binghamton, New York	1
Birmingham, Alabama	1
Bismark, North Dakota	1
Blythe, California	4
Boise, Idaho	1
Bristol, Pennsylvania	1
Calgary, Canada	1
Cape Girardeau, Missouri	2
Carbondale, Illinois	1
Charleston, So. Carolina	2
Chattanooga, Tennessee	4
Cheyenne, Wyoming	2
Cincinnati, Ohio	1
Clearwater, Florida	1
Colorado Springs, Colo.	1
Columbia, Missouri	1
Columbus, New Mexico	3
Corpus Christi, Texas	1
Cumberland, Maryland	1
Dallas, Texas	3
Dayton, Ohio	3
Daytona Beach, Florida	1
Del Rio, Texas	1
Denver, Colorado	1
Des Moines, Iowa	1
Detroit, Michigan	2
Dyersburg, Tennessee	1
Elko, Nevada	2
El Paso, Texas	9

Fallon, Nevada	1
Fargo, North Dakota	1
Farmington, New Mexico	2
Fayetteville, Arkansas	1
Flagstaff, Arizona	1
Flint, Michigan	1
Fort Smith, Arkansas	2
Fort Wayne, Indiana	3
Fort Worth, Texas	1
Fresno, California	2
Grand Island, Nebraska	1
Great Bend, Kansas	1
Great Falls, Montana	1
Greenville, Mississippi	1
Greenville, So. Carolina	2
Hagerstown, Maryland	1
Harrisburg, Pennsylvania	2
Helena, Montana	1
Huntington, West Virginia	1
Hutchinson, Kansas	1
Indianapolis, Indiana	1

Jackson, Mississippi	1
Johnson City, Tennessee	1
Kansas City, Kansas	3
Kearney, Nebraska	2
Knoxville, Tennessee	1
Kokomo, Indiana	1
Lake City, Florida	1
La Junta, Colorado	1
Las Vegas, Nevada	4
Lawrence, Massachusetts	2
Lexington, Kentucky	1
Lincoln, Nebraska	1
Little Rock, Arkansas	1
Long Beach, California	3
Louisville, Kentucky	1
Lynchburg, Virginia	1

Puff Derby Sky Trails

States and Canada



Macon, Georgia 1
Martinsburg, W. Virginia 1
McCook, Nebraska 1
Memphis, Tennessee 2
Miami, Florida 2
Midland, Texas 4
Moline, Illinois 1
Monroe, Louisiana 2
Monterey, California 1
Montgomery, Alabama 5
Morgantown, West Virginia 2
Mount Vernon, Illinois 1

Needles, California 1
No. Philadelphia, Pa. 1
North Platte, Nebraska 1

Oakland, California 1
Odessa, Texas 2
Oklahoma City, Oklahoma 4
Omaha, Nebraska 1
Page, Arizona 2
Palm Springs, California 5
Pendleton, Oregon 1
Pensacola, Florida 1
Peoria, Illinois 2
Phoenix, Arizona 3
Pittsburgh, Pennsylvania 1
Pocatello, Idaho 1
Prescott, Arizona 4

Rapid City, South Dakota 1
Reading, Pennsylvania 1
Reno, Nevada 1
Roanoke, Virginia 1
Rochester, Minnesota 1
Rochester, New York 1
Rock Springs, Wyoming 4

Salt Lake City, Utah 3
San Diego, California 5
San Mateo, California 2
Santa Ana, California 2
Savannah, Georgia 2
Schenectady, New York 1
Scotts Bluff, Nebraska 1
Seattle, Washington 1
Shreveport, Louisiana 3
South Bend, Indiana 1
Spokane, Washington 1
Springfield, Illinois 1
Springfield, Massachusetts 1
Springfield, Missouri 5
St. George, Utah 1
St. Joseph, Missouri 1
St. Louis, Missouri 3

Tallahassee, Florida 1
Tampa, Florida 1
Terre Haute, Indiana 2
Teterboro, New Jersey 1
Torrance, California 1
Tucson, Arizona 5
Tulsa, Oklahoma 4
Tyler, Texas 2

Urbana, Illinois 1

Vandalia, Ohio 1
Van Nuys, California 1

Waco, Texas 1
Washington, D. C. 1
West Chicago, Illinois 1
Wheeling, West Virginia 2
Wichita, Kansas 2
Wichita Falls, Texas 2
Wink, Texas 2
Winslow, Arizona 5
Wilmington, Delaware 2
Youngstown, Ohio 1
Yuma, Arizona 3



**25th
Annual
All
Woman
Transcontinental
Air Race
Official
Program**

**Compiled by
Barbara Evans
Lois Fairbank
Marion Andrews**

All-Woman Transcontinental Air Race, Inc.
Teterboro Airport, Teterboro, New Jersey

LIST OF CONTESTANTS

TAR		TAR		TAR		TAR	
125	ABLE, MARY N.	56	FEIGENBAUM, LOIS	133	LOCKWOOD, GERTRUDE E.	128	ROSE, JEAN C.
43	AIELLO, JOANNE	138	FERGUSON, BONNIE C.	53	LONG, KATHY	23	ROSSMAN, ARLENE R.
82	AIKINS, MARY	8	FIELDEN, LILA	56	LONG, SUE	59	ROTH, ROSEMARY
120	APPEL, PAT	67	FISHER, NANCY M.	115	LOVE, RUTH	28	ROWE, PATRICIA L.
70	ARNOLD, PAT	87	FITZPATRICK, GENE	58	LOWE, ERLINE	126	RULLER, SANDRA L.
95	ARNOLD, VERA	87	FITZPATRICK, KATHLEEN	150	LOWE, MARY A.	103	RUSSELL, PAT
119	ASHTON, MARGE SANDERS	90	FLETCHER, MAYBELLE	150	LOWE, SYLVIA E.	55	SALLES, FRAN
103	AUCHTERLONIE, LOIS	4	FLEWELLEN, IRENE	88	LUHTA, CAROLINE ("CONNIE")	64	SANDERS, DOTTIE
33	BAILEY, HELEN MAE	92	FRITTS, BETTY KIRK	15	MALLARY, PAULINE	45	SAUR, JERE
60	BAIRD, AUDREY L.	12	FUNK II, M.W. ("WALLY")	114	MARKS, TRISH	113	SCHAEFER, GLORIA
64	BANKS, MARIAN	36	GAMMEL, JAN	22	MAXIM, EDYTHE S.	100	SCHAPIRA, ELEANOR
121	BARLOW, BARBARA W.	14	GERHOLD, KATHLEEN B.	27	MEYERS, DOROTHY M.	143	SCHERMERHORN, BETTY J.
131	BARNETT, MARSOLIN N.	13	GIBSON, ETHEL	107	MICKELSON, THELMA E.	76	SCHIFFMANN, JEAN
106	BARTLING, LOIS	133	GILLIES, BETTY H.	98	MILLER, DOROTHY R.	26	SCHMIDT, EULA LEE
30	BARTUNEK, VERA V.	136	GIVEN, JEANNE	79	MILLER, SHIRLEY	129	SCHLUNDT, TANNIE H.
9	BATTERBURY, SUE	112	GLADNEY, PATRICIA	20	MILLER, WANDA J.	49	SEBELIUS, MARY GRACE
134	BAXTER, RUTH B.	51	GLASSON, PAULINE	0	MONTERO, LOUISE	30	SEDIIVY, EVELYN M.
43	BELT, ARMIDA	62	GOSLOVICH, PAULINE	132	MOSELEY, BETTY H.	83	SHAFFER, LOIS
102	BIRDSONG, DOROTHY	89	GRAHAM, CHARLOTTE K.	131	MOULIN, CHRISTINE H.	104	SHARP, ROSE H.
17	BLISS, RUTH C.	134	GREEN, FAY	57	MURRELL, BETTE	46	SHERBOW, CLEO S.
5	BRANTLEY, MELBA	21	GUDGEL, LAVERNE A.	21	McALLISTER, DOROTHY F.	124	SHIPLEY, MARGARET
17	BROTHERTON, BARBARA	77	GRUPENHAGEN, ESTHER	135	McCRAE, ISABELLE	61	SHROPSHIRE, HELEN
67	BROWN, JUDY C.	95	HACKETT, LAYNE C.	16	McCULLOUGH, ELLIE	141	SILAGI, BARBARA W.
135	BROWN, MARJORY	107	HADLEY, BONNIE RAE	112	McELHATTON, JEANNE	129	SIMMONS, JANE J.
98	BRYANT, MARJORIE E.	94	HALMI, MARY ANN	118	McEWEN, PAT	37	SIMONS, CAROL
71	BUDDING, MONA	18	HALSTEAD, JUANITA B.	123	McGEE, HELEN M.	119	SIMPSON, MARETTA
105	BURCH, MARGARET	15	HAMMER, BETTY JO	76	McGUIRE, EMMA	3	SLOAT, RAMONIA
91	BURCHETT, ROSALIE H.	138	HARMON, CORNELIA M.	65	McKAY, SAMMY	6	SMITH, BETTY JO
97	BURKE, MARIAN	44	HASTINGS, GARNETT L.	75	McNABB, BETTY W.	48	SMITH, ELOISE M.
90	BYERS, MARY	100	HAYDU, BEE	35	McNAMARA, KATHRYN	13	SMITH, LOUISE E.
54	CALLOWAY, MARGARET	78	HEINS, JANICE R.	75	NESMITH, SHIRLEY	48	STEARNS, MAISIE R.
81	CANTREL, PHYLLIS N.	85	HEINZ, INGRID	126	NESSERROAD, WILMA J.	109	STEINBERGER, JOAN
50	CARMICHAEL, AVA	45	HENLEY, SARAH W.	117	NEWTON, LYNN	137	STEPHAN, CAROL LEE
71	CASTON, KATHY W.	108	HIGGINS, LEAH	39	NICHOLSON, ALBERTA	42	STEVENSON, MARY
132	CHAMBERLAIN, VIRGINIA E.	97	HILDEBRAND, RUTH	125	NORRIS, MARY JANE	63	STITT, MIMI W.
46	CHESNES, LILLIAN	117	HOFFMAN, CHRIS	34	O'BUCK, RUTH WALLACE	146	ST. ONGE, RUBY
19	CHRISTENSEN, DORENE	31	HOFFMAN, MARILYN W.	60	OLESON, GENEVA	141	STOWELL, PAMELA K.
7	CLARK, PAT	69	HOLCOMB, CLARISSA (DEED)	40	OLIVER, BETH	139	STRASSBURG, WANDA
110	CLOUSE, SARA JANE	114	HOOD, CONNIE	25	OLSEN, DOLORES	116	TANASSY, FRANCES M.
2	CLYDE, JEAN	11	HORTMAN, YVETTE	146	OLSON, CAROLINE	111	TANNER, SHIRLEY
41	COLLETTE, MARILYN P.	148	HRABKO, BONNIE S.	96	PARKER, CHARLOTTE, E.	130	TELLEKSON, JEANINE R.
10	COLLINS, FRANCES	91	HUFFMAN, CONSUELO Z.	38	PAYNTER, JOAN	140	THOMAS, EDITH
88	COLLIER, PATRICIA E.	85	HUMPHREYS, VALERIE	41	PAYTON, SOPHIA M.	66	THORNTON, TANYA
52	COOPER, TRUDY	29	HUNTER, JAYNE T.	20	PEARSON, MARY M.	57	TURNER, NORMA
44	COPELAND, MARILYN	92	HUTCHINSON, MARGIE	6	PETERSEN, LANAHE	2	van der LINDEN, PAMELA
145	COPELAND, MARSHA E.	86	JARISH, TRINA ADELA	101	PETTY, JACKIE	68	VIAL, MARY
61	CRANE, MARDO	63	JAYNE, MARION P.	3	PIPER, PATTY	73	WAGONER, ANNE
51	CROW, JEANINE	26	JENISON, BARBARA	38	POE, CHARLENE	65	WAGNER, JUDY
70	CROWELL, RUTH E.	118	JESSEN, GENE NORA	72	POLLOCK, LORENE	111	WALTERS, CLAIRE
50	CUMMINGS, WANDA	7	JOHNSON, ELINOR	149	POOL, DR. MARJORIE K.	12	WALTZ, DOROTHY A.
139	DAVIDIAN, SALLY JO	47	JOHNSON, VALERA G.	27	POTANKO, MARJORY A. R.	66	WARREN, DOROTHY
93	DAVIDSON, MARGARET	31	JONES, HAZEL HENSON	36	POTTER, ILOVENE N.	37	WEGENER, VIRGINIA
147	DAVIS, DELORES	58	JONES, LORETTA	108	PRICE, BEVERLY F.	115	WELLINGTON, MARGARET T.
18	DAVIS, MIRIAM S.	33	KEARNEY, JOSEPHINE	4	PRUETT, RACHEL	104	WELLS, JOYCE B.
136	DAVIS, PATRICIA M.	137	KEIL, MARY ELLEN	84	RAGAZ, BEBE	29	WELSH, BARBARA F.
143	deBLICQUY, LORNA	40	KELLEY, JANE Z.	84	RAGAZ, KATHY	74	WENTZEL, VIRGINIA P.
32	DeGARCIA, BERTHA Z.	32	KELLY, JACKIE	9	RAMSAY, TONI	54	WHARTON, BETTY
149	DeHAAN, FRANCES E.	23	KETCHUM, SHARON KAY	122	RATHE, FERN P.	5	WHITE, LOUISE
74	DINGMAN, SHIRLEY JEAN	39	KILBOURNE, MARY W.	116	REED, BETTY JO	144	WHYTE, EDNA GARDNER
110	DODGSON, VOLINE	96	KNOTT, ROBERTA ELEANOR	128	REED, DOLORES	144	WILHARM, DOTTY
109	DODSON, BILLIE E.	19	KONING, AMY	80	RELFE, MARY STEWART	53	WILKE, HELEN
28	DREW, THELMA O.	120	KUHNS, TONI	8	REULING, NANCY S.	142	WILLIS, JUDY
24	DUNCAN, POLLY	34	KUPPENHAN, CATHERINE J.	82	RICE, SHERRY LYNN	77	WILSON, MARGARET
113	DuPEROW, WINIFRED S.	81	LaBAR, MARILYN J.	127	RICHARDSON, GINI	93	WILSON, PAT
122	EHRLICH, SHARON S.	102	LAFFERTY, MILDRED	52	RINGENBERG, MARGARET	89	WINZER, CHRISTINE L.
148	ELLSWORTH, DOLORES J.	49	LaMAR, JANE	68	ROBERTS, ALICE	69	WOOD, KATHLEEN
10	ESPY, BETTY	83	LAWS, AMY E.	1	ROBERTS, JERRY B.	99	WOREL, ANITA CONLEY
124	ETHERIDGE, DOT	105	LAWTON, PEGGY S.	101	ROBERTS, PATRICIA W.	0	WORSTELL, BETTY
94	FAIRBANKS, NANCY (PAT)	14	LEE, JOSEPHINE S.	80	ROBINSON, SUE RIDDLE	73	WRIGHT, ESTHER P.
130	FALKENBERG, CHARLENE	25	LEHR, SHIRLEY	42	ROEMER, PATRICIA	72	WYCHE, BILLIE JOYCE
35	FALLER, BARBARA ANN	59	LENNERTSON, JEAN	79	ROESCH, ELMA LEE	121	YARDLEY, VIVIAN L.
22	FEDOR, ANNETTE C.	106	LEWIS, MARIE	99	ROOKAIRD, NINA NOEL	147	YOCUM, V. LORRAINE

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DESIGNATED AIRPORTS ON THE RACE ROUTE

	Statute Miles
1. Calgary International Airport, Calgary, Alberta, Canada.....	276.91
2. Great Falls International Airport, Great Falls, Montana.....	177.54
3. Billings Logan Field, Billings, Montana.....	294.72
4. Rapid City Municipal Airport, Rapid City, So. Dakota, MUST STOP	304.98
5. Broomfield Jeffco Airport, Denver, Colorado.....	240.45
6. McCook Municipal Airport, McCook, Nebraska.....	206.28
7. Lincoln Municipal Airport, Lincoln Nebraska, MUST STOP	358.52
8. Spirit of St. Louis Airport, St. Louis, Missouri.....	285.64
9. Adams Field, Little Rock, Arkansas, MUST STOP	297.40
10. Ryan Airport, Baton Rouge, Louisiana.....	
	2442.44 Miles

Impound Deadline.....	1700 MST June 30, 1971
Take-Off Banquet, Palliser, Hotel, Calgary.....	July 3, 1971
TAKE-OFF.....	0800 MST July 5, 1971
Deadline to Finish.....	1800 CDT July 8, 1971
Awards Banquet, White House Inn, Baton Rouge.....	July 10, 1971

GLOSSARY

AAA—Antique Airplane Ass'n.	MES—Multi-engine Sea
ACA—Aerobatic Club of America	MIC—Meteorologist in Charge
AFA—Air Force Ass'n.	NAA—National Aeronautic Ass'n.
AHS—American Helicopter Society	NAEC—National Aerospace Education Council
AOPA—Aircraft Owners and Pilots Ass'n.	NAFI—National Ass'n. Flight Instructors
ATC—Air Traffic Control	NATA—National Aviation Trades Ass'n.
ATR—Airline Transport Rating	NBAA—National Business Aircraft Ass'n.
AWNEAR—All-Woman New England Air Race	NIFA—National Intercollegiate Flying Ass'n.
AWTAR—All-Woman Transcontinental Air Race	NPA—National Pilots Ass'n.
CAP—Civil Air Patrol	PPD—Powder Puff Derby (AWTAR)
CPT—Civilian Pilot Training	PRPA—Professional Racing Pilots Ass'n.
EAA—Experimental Aircraft Ass'n.	RON—Remain Over Night
FAA—Federal Aviation Agency	SEL—Single Engine Land
FAI—Federation Aeronautique, Internationale	SES—Single Engine Sea
FFA—Flying Farmers Ass'n.	SPA—Sportsman Pilots Ass'n.
FIA—Flight Instructor Airplane	SSA—Soaring Society of America
FII—Flight Instructor Instrument	TAR—Transcontinental Air Race (PPD)
FSS—Flight Service Station	VFR—Visual Flight Rules
GADO—General Aviation District Office	WACOA—FAA's Women's Advisory Committee on Aviation
IAR—International Air Race	WASP—Women's Airforce Service Pilots
ILS—Instrument Landing System	WIAA—Women's Interna'l Ass'n. of Aeronautics
MEL—Multi-engine Land	

AWTAR, Inc. Board of Directors

It is a year-round job to get this Transcontinental Air Race winging across the nation. The route must be set up and route surveys conducted; the 125 guide forms for the novice committees necessary each year, as well as the race rules, must be revised and updated; all eligible aircraft must be handicapped; data-processing and personnel for tabulation of scores must be secured and organized, and official timers appointed and fully instructed; the official race program must be prepared and printed; the awards and trophies must be secured; race aircraft must be inspected at start and finish; promotion and publicity beneficial to all race

sponsors must be conducted; navigational services must be arranged. All of this must be coordinated with the NAA, FAA, Flight Safety Inspectors. Nat'l Weather Service, Ninety-Nines Chapters, Coast and Geodetic Survey, U.S. Naval Observatory, Chambers of Commerce, Flight Service Stations, State Aviation Officials, Air traffic Control, Tower Operators, Air Explorers, Wing Scouts, Civil Air Patrol, Ham Radio Operators, State Governors, and hundreds of individuals and other groups which complete the operation. These requisites make the routine of running a full-time office essential. All board members must be Ninety-Nines.



THON GRIFFITH, Vice Chairman—West Coast, is serving her 5th year on the Board and is Co-Director of the Route. She has a com'l license with instrument rating and owns a North American Navion. Thon 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.

BARBARA EVANS, Vice Chairman-Treasurer, is serving her 10th year on the Board. In '61 and '64 she was part of the Route Survey Team, has been a Terminus Chairman, and has flown 4 TARs. She joined the 99's in 1950 and has served as Governor of the N.Y.-N.J. Section, Int'l. Treasurer for 2 years and Int'l Secretary for 2 years and member of the Int'l Exec. Board. She attended Northwest Christian College in Oregon. Barbara has edited the official race program for 9 years.



KAY A. BRICK, Chairman for the 10th year, has served 21 years on the Board. She has raced in 5 TARs, holds a com'l license, SMEL and instructor ratings and 5700 hours. She was a WASP Squadron Commander in WWII. In 1966 she received the FAA Cert. of Commendation for exceptional leadership of the race and her many contributions to the development of American civil aviation. In 1967 she was honored with the Special Award from Sargent College Alumni Assn. of Boston Univ. She holds an M.A. degree in psychology from NYU and has done graduate work at Columbia. Kay has been a 99 for 30 years, is a past Int'l President, a member of ASWA and FAA's WACOA, and is Secretary of NPA and P-47 Thunderbolt Assn.



BARBARA RIGGS is serving her 2nd year on the Board and is Ass't Route Director. She has flown 5 TARs, and 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 Intern'l Vice-President and Treasurer. Her husband, John is also a pilot.



FRAN BERA, serving her 3rd year on the Board, is uniquely qualified to assist in its administration, having won the race 7 times, placed 2nd 4 times in the 19 TARs she has flown. She has 16,750 hours, holds an ATR with SMELS, flight and instrument instructor, rotorcraft and hot air balloon ratings, and is an FAA instrument examiner. She holds the world altitude record for Class C-I-D achieved in a Piper Aztec. Fran has been a 99 for 23 years, and is a member of FAA's WACOA.



MARION ANDREWS is serving her 7th year on the Board. She has been a 99 for 17 years, has served as Governor N.Y.-N.J. Section, chairmanned Terminuses and flown 3 TARs. A noted artist, she has designed the official race program covers for 16 years, the First Day Cover for AE Commemorative Stamp, the TAR 20th Anniversary cachet, and paintings of the Blue Angels for the Navy. She received her B.S. in Ed. from Mass. College of Art, and is listed in Who's Who of American Women.

PEG DAVIDSON, Secretary, serving her 4th 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 the IAR and 6 AWTAR races, winning in '66 and '67 in her Cessna 205. She is flying her first TAR this year.



DEEDO HEISE, serving her 1st year on the Board, has been a pilot since 1946. She has flown 3 TARs, won the Philadelphia C of C Race for Men and Women, flown in all 48 States plus Canada, Alaska, So. America, Central America and the Caribbean. A 99 for 25 years she is a past Int'l President. She is a registered Medical Technologist and joint author of several medical papers on Meteorologic Factors in the Dissemination of Pollens and Molds.



HELEN MENNITTO, Director of Inspection, is serving her 2nd year on the Board. She has served as Judge and Inspection Chairman for several races, and holds a com'l license, SMELS, glider and instructor ratings. A 99 for 23 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.



THE WHITE HOUSE

WASHINGTON



It is a pleasure to have this opportunity to greet those involved in the twenty-fifth Jubilee Powder Puff Derby. I know and share the excitement which all of you must feel as this event draws nearer.

The growth of interest in flying which made it necessary for this year's Derby entrants to be limited is most encouraging, for it indicates the broadening horizons of all women. In what has been a traditionally male-dominated field, women are increasingly indicating not only their ability but their eagerness to be a part of the world of flight. I am confident that this year's Powder Puff Derby will once again give proof of the excellence of women pilots.

While those of you who are fortunate enough to participate in this Derby marking a quarter century of women flyers are racing to your destination, the rest of us will be inspired by this example of skill and independence.

With my best wishes,

Sincerely,

Patricia Nixon

Miss Kay A. Brick
All-Woman Transcontinental Air Race
Teterboro Airport
Teterboro, New Jersey 07608

Official Inspectors of Aircraft

START



Chairman
Louciel Freeman
Certificate of Proficiency, Aircraft Maintenance, Mechanic. Flies own Navion. TAR Inspector 4 years. Fresno 99's.



Carol Bugay
Commercial License. 600 hours. Flies own Cessna 175. TAR Inspector 4 years. Fresno 99's.



Dawn Bartsch
Com'l, SMELS, ATR, Flt. Inst'r, 8000 hours. Has own Aviat'n Consulting Co. Alberta 99's.



Dell Hinn
Flown 7 TARs. Com'l, SMELS, Flt. Inst'r, Com'l Glider. 3300 hours. TAR Inspector 1970. Monterey Bay 99's.



Josie Cromwell
Com'l, Flt. Instructor. Flies own Cessna 180. TAR Inspector 2 years. Reno Area 99's.



Katherine Macario
Pvt. License—985 hrs. Official in 4 TARs. Flies own Cessna 150. East'n Pa. 99's.

TERMINUS



Joan Bertles
Com'l, Instrument, Flt. Instrument Instructor. 1100 hours. TAR Inspector 4 years. Owns 1947 Stinson. Eastern Pa. 99's.



Elyse Chapman
Com'l, Instrument, SMEL, 400 hours. TAR Inspector 1970. Flies own Aztec. Eastern Pa. 99's.

"HAM" Radio Net



Mrs. Carolyn Currens, W3 GTC, is chairman of the "Ham" Radio Net for the 14th year. This is the 19th 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.



Richard High WØ HEP
Denver



Martha Shirley WØ ZWL
Rapid City



Jim Rothrock WA7 10A
Billings



Dr. Ted Espelin W7 WSW
Great Falls

CALGARY
Donez Booth VE6 YL

GREAT FALLS, MONT.
Dr. Ted Espelin W7 WSW

BILLINGS, MONT.
Jim Rothrock WA7 IOA

RAPID CITY, S.D.
Martha Shirley WØ ZWL

DENVER, COLO.
Richard High WØ HEP

McCOOK, NEB.
Gordon Johnson KØ OEJ

LINCOLN, NEB.
Richard Simonson WØ CHV

ST. LOUIS, MO.
Richard Matheis

LITTLE ROCK, ARK.
Max Gavin W5 ODF

BATON ROUGE, LA.
Jim Kimball K5 AUP

Official Timers and Judges



Janet F. Green
Judge/Chief Timer Terminus • Com'l License, IRA, FII, SMEL • 1500 hours • Flies own Mooney M20F • Flown TAR • Mississippi 99's



Louise Thaden
Com'l License, 6000 hrs. Winner 1936 Bendix Race TAR Ch. Term. Insp. 2 yrs. TAR Chief Judge, Term. 2 years • Has held altitude, solo duration and speed records • Carolinas 99's



Millie Limbaugh
Private License, 150 hours TAR Chief Stop Timer 5 yrs. • Cape Girardeau 99's



Christine Brown
Com'l/Instrument, 625 hrs. TAR Terminus Timer 2 yrs. Member WACOA 1967-69. Memphis 99's



Evelyn Braese
Com'l, Instru., CFI, Ground Instructor, 1900 hrs. • TAR Timer 4 years • Operator Dyer Aero Service • Cape Girardeau 99's

OFFICIAL TIME STAMPS by SIMPLEX

COMPUTATIONS by OPTIMUM SYSTEMS, INC.



Helen Greinke
Com'l License, 2200 hrs. Ground Instructor • TAR Timer 4 years • Central Illinois 99's



Elizabeth Nell Rice
Com'l License CFI, 375 hrs. • Flies own Tri-Motor Stinson • Worked on 3 TAR stops • Cape Girardeau 99's



Helen Kelton
Chief Judge Start • Pvt. License • Computer Programmer • TAR official many times • Bay Cities 99's



Margaret Gerhardt
Private license • Has Flown TAR • Is Accountant Bay Cities 99's



Jean Carbon
Pvt. License • Flies own Beech Bonanza • Flown TAR • Insp'r Chrm 1959. TAR start Timer/Judge 1966, '68 • Eastern Wash. 99's

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 19th consecutive year **SIMPLEX** time stamps are used throughout the race route. **OPTIMUM SYSTEMS, INC.** are computing the scores this year.



Great Adventurers

In the 17th and 18th centuries, brave and venturesome women travelled with their husbands across hostile oceans in small ships. In the 19th century they made dangerous journeys across vast continents into strange lands, by covered wagon.

Early in the 20th century, women conquered the flying machine when it—and they—were young. And these were among the Great Adventures. But there aren't many such adventures available any more. Modern women jet from one end of the world to the other, they are reaching toward the heights in business, literary, professional achievement.

These are triumphs. They aren't Great Adventures.

The All-Woman Transcontinental Air Race is one of the last of the Great Adventures—and this year is its Silver Anniversary, its quarter-century mark.

One of the wonderful things about the AWTAR—the Powder Puff Derby—is that it's available to any woman who has the stamina, perseverance, and discipline to accept the challenge of aviation, learn to fly, and find herself a sponsor . . .

One needn't be young, beautiful, glamorous, an ATR pilot, even an aircraft owner—although they all help. Grandmothers race The Powder Puff, with rafts of children and grandchildren in the rooting section.

Women in every walk of life love the Powder Puff and race in it once—twice—ten times. Working girls save for years to fly one race. Veteran instructors seek out young private pilots to give them a glimpse into the challenge, discipline, and rewards of the AWTAR.

The race itself is one of the most remarkably organized sports events under the sun. The Race Board and Committees could give pointers to most of the management consulting firms in the country when it comes to safe-guarding participants, laying out challenging race-routes, developing a superlative race-kit, taking care of every contingency which could possibly arise before it becomes an emergent situation. The organizational details are truly staggering.

There has never been a fatality in the "TAR," although hundreds of women ranging in age from teens to seventies, covering every experience-area and hours from minimum private pilot to 20,000+, have crossed our huge weather-breeder of a continent two dozen times—the 1971 race is the 25th.

They have flown everything from Cubs to sophisticated twins; they have flown solo; there have been mother-daughter teams, sister teams, doctors, lawyers, artists, writers, nurses, editors, restaurateurs, karate experts, school teachers, mechanics and models, flight instructors and fixed base operators, congresswomen—and even a medical record librarian or two—such as your President!

Some of this wonderful safety record is due to the simple fact that most women are safe pilots. Much of it is due to the meticulous safety measures developed by the AWTAR Board and its committees.

As President of the Ninety Nines, International Organization of Licensed Women Pilots, I salute the AWTAR Board and the women who have flown this race so safely during the past quarter of a century—

Let us continue to enjoy and support our own GREAT ADVENTURE.

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



PAT MC EWEN, 99 Ways & Means Chairman for the 1971 Powder Puff Derby

Appreciation

goes to Pat McEwen for
spearheading the contributions
from the following
Sections and Chapters
to the 1971 Powder Puff Derby

CHAPTERS giving \$5.00 or more per member:

*Eastern Washington	Long Island
El Cajon	Los Angeles
Fresno	Orange County
Greater Kansas City	Puget Sound
Hudson Valley	Reno Area
Las Vegas	San Gabriel

Other Contributing Chapters and Sections:

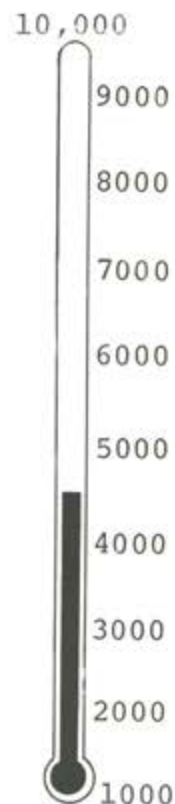
Abilene	*Greater New York	San Antonio
*Alabama	Greater Seattle	San Fernando
*Alaska	High Sky	San Joaquin
*All-Ohio	Houston	Santa Barbara
Aloha	*Indiana	*Santa Clara
*Bay Cities	*Iowa	Santa Fe
Cape Girardeau Area	*Kansas	Shreveport
Carolinas	Memphis	South Dakota
*Central Illinois	*Kitty Hawk	South Louisiana
*Central Pennsylvania	*Michigan	Southern Oregon
*Colorado	*Montana	Southern Sierra
*Connecticut	Monterey Bay	Spanish Peaks
Dallas	Mt. Diablo	Tennessee
Eastern New England	*Nebraska	*Tip of Texas
Eastern Ontario	New Mexico	Top of Texas
*El Paso	Oklahoma	Topeka
Far West	Oregon	Tulsa
First Canadian	*Ottawa-Montreal	Virginia
Florida Goldcoast	Palomar	Western New York
Florida Suncoast	Phoenix	*Western Washington
*Garden State	Quad Cities	Wisconsin
Georgia	Redwood Empire	Wichita Falls
*Golden Triangle	*Sacramento	Wyoming

*Chapter and Individual contributions

**Individual contributions only



HELEN SHROPSHIRE, 99 Ways & Means Chairman, currently raising funds for the 1972 Powder Puff Derby.



A SPECIAL SALUTE for their GIANT EFFORT in hostessing the 1971 POWDER PUFF DERBY

START

Alberta Chapter

TERMINUS

South Louisiana Chapter

MUST STOPS

South Dakota Chapter

Nebraska Chapter

Arkansas Chapter

OTHER EN ROUTE STOPS

Montana Chapter

Colorado Chapter

Greater St. Louis Chapter

Contestant Sponsors



#108 Beverly Price, Co-pilot, and Leah Higgins, Pilot, with Sponsors **Doris Doerr** on left and **Albert Doerr** on right.



#102 Dorothy Birdsong, Pilot, Charles Birdsong of **Birdsong Volkswagen** and **Birdsong Airport**, Sponsors along with Dr. A. Wayne Lafferty, and Mildred Lafferty, Co-pilot.



#136 **Tommy Kam**, a Sponsor, with **Pat Davis**, Pilot. Other Sponsors: **American Can Co.** and **Holsum Baking, Inc.**



#84 Piloted by **Bebe Ragaz** and Co-piloted by her daughter, **Kathy Ragaz**. Sponsor: **Cannon Aviation Co., Inc.**



#91 **Bill Brewer** of **Brewer Company**, a Sponsor, with **Consuelo Huffman**, Co-pilot, **Bill Burchett** of **Clermont County Aviation**, a Sponsor, **Rosalie Burchett**, Pilot, **Hal Shevers**, of **Sporty's Pilot Shop**, and **Jerry Lache** of **Grant Park Realtors & Community Improvement Programs**, more Sponsors.



#111 **Claire Walters**, Co-pilot, and **Shirley Tanner**, Pilot, with their sponsors. Standing is **Ken Clark**, President of **Mission Beechcraft**, and kneeling are **Larry Olson** of **Airadio Co.**, and **George Cote** of **George Cote Aviation**.

Contestant Sponsors



#76 Emma McGuire, pilot, and Jean Schiffmann, Co-pilot, with Michael McGuire of '7' Eleven Food Markets, Sponsors, along with Village Market and Fireside Markets.



#19 Sisters, Amy Koning, Co-pilot, and Dorene Christensen, Sponsor: Lois Harding and Associate.



#68 Mary Vial, Co-pilot, and Alice Roberts, Pilot. Sponsor: Trane Co.



#72 Billie Joyce Wyche, pilot, and Lorene Pollock, Co-pilot. Sponsor: Nolly J. Theriot, Inc.



#138 Cornelia Harmon, Co-pilot and Bonnie Ferguson, Pilot. Sponsors: Harmon Electronics, Inc., Citizens Bank of Warrensburg, Graham Oil Company, Swisher Mower & Machine Co., Suzanne's.



#7 Sponsor: Bob Brackett, President of Kenosha Aviation Service with Pat Clark, Pilot. Elinor Johnson is Co-pilot. Another sponsor is Kenosha, Wisconsin Chamber of Commerce.

Contestant Sponsors



#66 Dorothy Warren, Co-pilot, Walter James, and Tanya Thornton, Pilot. Sponsors: **Cockrell-Riggins Co.** and **Sharp Electronics Corp.**



#7 Mr. Garry Levitz with Elinor Johnson, Co-pilot. Pilot is Pat Clark. Sponsors: **Kenosha Aviation Service** and **Kenosha, Wisconsin Chamber of Commerce.**



#149 Fran DeHaan, Pilot, and Marjie Pool, Co-pilot, with Sponsors Henry Long, Jr. of **National Central Bank** and Ace Paget of **Benihana of Tokyo.**



#114 Connie Hood, Co-pilot, and Trish Marks, Pilot, with Jim Marks, Chairman of Sponsor—**Fat City Cattle Co.**



#53 Miss June Hunt with Helen Wilke, Co-pilot, and Kathy Long, Pilot. Sponsors: **HLH Aloe Vera Cosmetics** and **HLH Drugs Division of Hunt Oil Company.**



#106 Norman Isaac of **Aladdin Bail Bonds**, a Sponsor, Lois Bartling, Pilot, Mrs. N. Isaac of **Genie Bail Bonds**, another Sponsor, and Marie Lewis, Co-pilot.

Contestant Sponsors



#125 Mary Able, Pilot, and Mary Jane Norris, Co-pilot.
Sponsor: **Diamondette Corp. of America.**



#1 Hal Roberts, President of Volney G. Bennett Lumber Co.,
Sponsor for Jerry B. Roberts, Pilot.



#38 Tom English of **Aviation Fuel Service**, a Sponsor, Jean Paynter, Pilot, and Patty Piper, Co-pilot. Other Sponsors: **Irrigation Supply Co.** and **Atwood Crop Dusters.**



#0 Betty Worstell, Pilot, Shirley L. Radl, of **Zero Population Growth, Inc.**, Sponsor, and Louise Montero, Co-pilot.



#45 B. E. Netherton, Jere Saur, Co-pilot, G. T. Netherton, O. A. Netherton, G. Tillman Netherton, Sarah W. Henley, Pilot.
Sponsor: **Netherton Co., Inc.**



#86 Trina Adela Jarish, Pilot, with George Maxwell and Charles O'Reilly of **Rescuair Corp.**, Sponsor.

Contestant Sponsors



#68 Alice Roberts, Pilot, and Mary Vial, Co-pilot. Sponsor: **Ramada Inn.**



#148 Bonnie Hrabko, Co-pilot, Richard Hrabko of **Spirit of St. Louis Airport**, Sponsor, and Dolores J. Ellsworth, Pilot.



#89 Charlotte Graham, Pilot. Sponsors: **Rodeway Inns of America** and **Scottsdale Aviation.**



#38 Representatives of **Atwood Crop Dusters**, Sponsor, Joan Paynter, Pilot, and Patty Piper, Co-pilot.



#100 Ellie Schapira, Co-pilot, and Bee Haydu, Pilot. Sponsors: **Larry Rachlin Aviation Insurance**, **Instant Rent-a-Car**, **Kitchen Magic by Claremont**, **Eric Wagman** and **National Weather Corp.** **Hackettstown Tire Service.**



#63 Marion P. Jayne, Pilot, and Mimi W. Stitt, Co-pilot, with Harry Swan of **Speed Queen**, Sponsor.

Contestant Sponsors



#29 Barbara Welsh, Pilot, Dorothy Fowler and Helen Goff representing Sponsors **Tucson Innkeeper and Ranch & Resort Association**, and Jayne Hunter, Co-pilot.



#75 Roy E. McClain, owner of **Mac's Flying Service**, sponsor for this team, with Betty McNabb, Pilot, and Shirley Nesmith, Co-pilot.



#131 Marci Barnet, Pilot, and Chriss Moulin, Co-pilot. Sponsors: **KSLY Radio**, **Coastal Airlines, Inc.** and **Western Aero Service**.



#64 Marian Banks, Pilot, and Dottie Sanders, Co-pilot. Sponsors: **Royal Inns of America, Inc.** and **Jolly King Restaurants, Inc.**



Apartments that Jack Built
Jack P. DeBoer Associates, Inc.

#48 Eloise Smith, Co-pilot, and Maisie Stears, Pilot. Sponsor: **Jack P. DeBoer Associates, Inc.**



#2 Pamela van der Linden, Pilot and Jean Clyde, Co-pilot, with their sponsors: **Fallbrook Real Estate Co.** and **Forsyth Realty**.

Contestant Sponsors



#73 Anne Wagoner, Co-pilot, and Esther Wright, Pilot. Sponsor: **Holiday Inn.**



#30 Vera T. Bartunek, Co-pilot, Evelyn M. Sedivy, Pilot. Larry C. Price, President of **King's Food Host, Inc.**, sponsor.



#22 Annette Fedor, Pilot, and Edythe Maxim, Co-pilot. Sponsor: **Masco Machine, Inc.**



#11 Yvette Hortman, Pilot. Sponsor: **Hortman Aviation, Inc.**



#40 Jane Z. Kelley, Co-pilot, and Beth Oliver, Pilot. Sponsors: **The Outrigger Hotel and Rolles Air, Inc.**



#104 Joyce Wells, Pilot, and Rose Sharp, Co-pilot. Sponsor: **Spectrum Air, Inc.**

Certificate of Appreciation

is awarded to

**Contributors to the
GENERAL RACE FUND
and those providing special services.**



VIRGINIA SLIMS

START: ALBERTA CHAPTER OF THE NINETY-NINES, INC.
CALGARY TOURIST & CONVENTION ASSOCIATION

TERMINUS: SOUTH LOUISIANA CHAPTER OF THE
NINETY-NINES, INC.

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CHAMPION SPARK PLUG COMPANY
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BEECH AIRCRAFT CORPORATION
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VOLNEY G. BENNETT LUMBER COMPANY
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RUDOLPH CHALOW, INC.
SOUTHERN MARINE & AVIATION UNDERWRITERS, INC.
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SPECIAL SERVICES

SIMPLEX TIME RECORDER COMPANY
JEPPESEN & COMPANY
ARCHWAY COOKIES, INC.
AERO PUBLISHERS, INC.
OPTIMUM SYSTEMS, INC.

Put yourself in our place... you'll love it

San Mateo County is a Fiestaland...on the San Francisco Peninsula



Come Fly With Us...in '72 **26th Annual POWDER PUFF DERBY**

Takeoff:

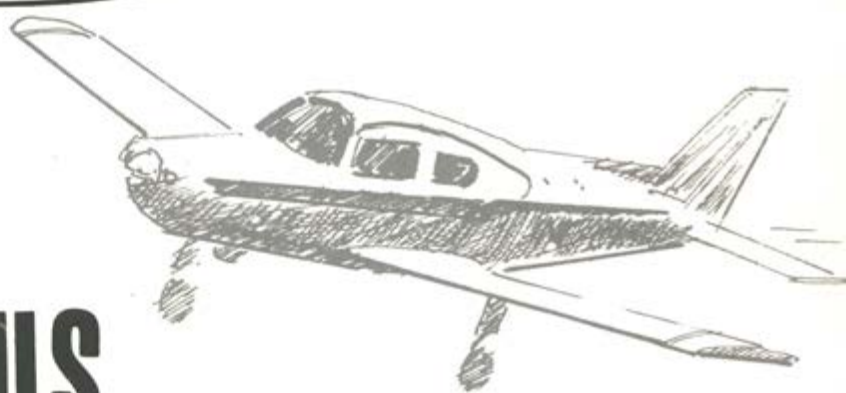
July 7—San Carlos Airport,
San Mateo County, California

Landing:

July 10—Robert J. Miller Airpark
Tom's River, New Jersey

Everything's Go and the welcome mat flies high. Special pre-flight events include San Francisco Bay and Night Club tours... Fashion Shows... Banquets... California Wine Tasting and much more. It's all being put together for you by the Golden West Chapter of the Ninety Nines and the San Mateo County Fair & Convention Association. For more information contact Pat Appel or Toni Kuhns, Peninsula Aviation, 795 Skyway, San Carlos, California 94074. (415) 593-1448.
Come Fly (and sleep) with us in Fiestaland.

1972 POWDER PUFF DERBY TERMINUS



your
terminus
target

CALIFORNIA

JULY

1972



NEW JERSEY



ROBERT J. MILLER AIRPARK
TOMS RIVER, NEW JERSEY
OCEAN COUNTY



JOSEPH S. PORTASH
DIRECTOR

JERRY B. ROBERTS
CHAIRMAN

HARRY SUSSNA
FINANCE CHAIRMEN

JACK LAMPING
COORDINATOR

Host Chapter: GARDEN STATE NINETY NINES, INC.,
Headquarters: ROBERT J. MILLER AIRPARK

Resume of Past Races

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

25 Years of Safety



Total dedication to flight safety is the hallmark of the All-Woman Transcontinental Air Races. The outstanding safety record in these races has won the respect and admiration of all of us who fly and has made the Powder Puff Derby a positive influence on the acceptance of aviation as a part of the American way of life.

We in the Flight Safety Foundation salute those gallant gals who, while flying the equivalent of some 150 times around the world in competition, placed safety, sportsmanship, fair play and the fun of flying ahead of winning. Powder Puff Derbies have proven that a grand assortment of housewives, secretaries, actresses, lawyers, doctors and other professional women as well as those who are professional pilots can fly all types of general aviation aircraft *precisely* and *safely* while enjoying the thrill of competition.

I was thrilled to be a part of the audience that leapt to its feet to cheer and honor Joan Steinberger at the 1969 Awards Banquet when it was told that she sacrificed any chance to win because of her concern for the safety of a competitor. Her willingness to circle for twenty minutes to serve as a communications relay to help another attests to the total dedication to safety of the contestants. All who participate in contests with people of this character are winners.

Flight safety comes from knowing the limitations of the airplane and the pilot and operating within those limitations. It also comes from passing onto others information gained from experience. Our role at the Flight Safety Foundation (which, incidentally, has two Ninety-Nines on its staff) is to help pilots operate within limitations and to learn from the experience of others. Come to think of it, that's what the Powder Puff Derby is all about!

Good luck and best wishes for another quarter of a century of safe and fun-filled competition.

Dave Thomas

PRESIDENT
FLIGHT SAFETY FOUNDATION



WELCOME TO CALGARY

"Sunshine City of the Foothills"

**Headquarters for Race Start
THE PALLISER HOTEL, Calgary**



Photo Credits: Foto-Bull Studio, Red Deer, Alberta.

1971 POWDER PUFF DERBY START COMMITTEE

Left to right standing: Helen Bailey, Publicity Chairman; Jeanine Sprague, Inspection Chairman; Anola Laing, Operations Chairman; Helen Low, Registration Committee; Elaine Wright, Program Sales Chairman; Gwen Conroy, Airport Reception; Doreen Wright, Alberta 99's Chairman. Left to right sitting: Sue Batterbury, Banff Trip Chairman; Linda Kohlruss, Transportation Chairman; Eleanor Bailey, Start Chairman; Reta Sinclair, Start Co-Chairman and Registration Chairman; Marg Hunziker, Youth Support Chairman; Trudy Armstrong, Social Co-Chairman. Missing: Mildred Beamish, Impound Chairman; Marg Ross, Social Chairman.

START PROGRAM OF EVENTS

JUNE 25, FRIDAY

Early arrivals most welcome

JUNE 26, SATURDAY

2 day bus tour to Jasper (bus leaves at 8:30)

JUNE 27, SUNDAY

Inspections commence. Afternoon swim and relax at Scenic Acres.

JUNE 28, MONDAY

Inspections of race aircraft.
7:30 p.m. Wine and Cheese Party

JUNE 29, TUESDAY

Inspections of race aircraft. Tours to Heritage Park starting 10:30 a.m.
7:30 p.m. Informal evening and reception.

JUNE 30, WEDNESDAY

Inspections of race aircraft. 8:00 a.m. Breakfast at the Husky Tower.
5:00 p.m. Busses leave for Barbeque and Western Evening.

JULY 1, THURSDAY

8:30 a.m. Busses leave for all day trip to Banff.

JULY 2, FRIDAY

Inspections of race aircraft. 8:00 a.m. Breakfast at the Husky Tower.
8:00 p.m. Invitational Patron Reception.

JULY 3, SATURDAY

9:00 a.m. Briefings for contestants.
6:00 p.m. Cocktails and Take-Off Banquet.

JULY 4, SUNDAY

9:00 a.m. Briefing for contestants.
12:30 p.m. Luncheon for all contestants and workers.

JULY 5, MONDAY

6:00 a.m. Take-Off Breakfast.
7:15 a.m. Transportation to Airport.
7:45 a.m. Start Ceremonies. Calgary Lions Club Youth Band, Blessing of the race fleet, Ribbon cutting.
8:15 a.m. Official Start of 1971 Powder Puff Derby.

THE CALGARY STORY

Calgary was founded in 1875. A contingent of "Mounties" set up an outpost where the Bow and Elbow Rivers join, and named it for a Gaelic word meaning "clear running water."

Ranchers, having discovered the climate, water and grasses of the Calgary area virtual magic for raising superb beef, had already moved in from the over-grazed ranges below the border. With the railroad, there was not only a flood of "homesteaders" who found the fertile area east and south of Calgary ideal for good farming, but such natural industries as meat packing and flour mills were established so quickly, the little settlement of Calgary was granted a city charter in 1893. When, in 1914, oil was discovered almost at the city limits, another dimension of the economy was added to ranching and agriculture. And then, as word spread on the fabulous Rocky Mountain playground in Calgary's backyard, tourism began to show its many benefits.

Today, the population of Calgary exceeds 385,000. As can be expected, more light and heavy industry has moved in to the city. The overall result is that the little Mounted Police

Fort of 1875 has grown to become not only Canada's fastest growing centre, but a unique city where the citizens show fierce determination to hold to the warm and gracious traditions of the neighborly west.

In an area renowned for ranching, rodeos and rangeland atmosphere, cowboy hats and western attire are a commonplace sight on Calgary streets.

The big white cowboy hat has long been recognized, near and far, as the official symbol of a Calgarian. At conventions, sporting events, western functions and most of all during the Stampede, you'll find the big white hat as a predominant part of the scene. Worn by most everyone, the Calgary white hat is symbolic of western hospitality, pride in community and heritage, and is a true part of the living west.

Come and see for yourself why Calgary, affectionately known across the nation as "The Cowtown," is truly the living west.



Calgary's Night Skyline.

Photo Credits: Roska Photography, Calgary.

SPECIAL THANKS TO OUR FRIENDS AND SPONSORS

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Southern Zone
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Avis Transport of Canada Ltd.
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Calgary Chamber of Commerce
Calgary Exhibition and Stampede
Calgary Goodwill Ambassadors
Calgary Lions Club Youth Band
Calgary Tourist and Convention
Association
Canadian Customs
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Canadian Western Natural Gas
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Course
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Southwest Aviation Limited
Time Airways Ltd.
United Farmers of Alberta
United States Consul General
Virginia Slims
W. A. McBean & Associates Ltd.
West Manitoba 99's

and our many, many Patrons.



The Route

It is not an early flight of migratory birds that you see flying through the skies heading south from **CALGARY**. It is 150 planes piloted by the **POWDER PUFF DERBY** racers, eagerly heading for Baton Rouge, Louisiana. The race is open to all qualified women pilots flying stock model, fixed-wing, single or multi-engine aircraft, 145 to 600 h.p. Only daylight flying in VFR (contact) weather, as defined by the Federal Aviation Administration is permitted. Winners are determined on a handicap basis, "par" speeds having been established based on manufacturer's data, test flights and previous performance for each make and model of aircraft. Winners cannot be known until all planes have crossed the finish line. Calgary's Airport Manager is Bill Watts, Tower Chief is Gordon Grant, MIC is Rod Holbrook, FSS is Joe McAreavy, and MOT Inspector is George Manyk. Specially appointed by FAA to the Start is Andrew J. Prokop, Chairman Gen'l Aviation Ops. Br., and John P. Riviere, Flt. Ops. Specialist, both of Washington, D.C. Also appointed is Clay Feldhausen, Ops. Spec., Rocky Mtn. Region and Lee Mills, Maintenance Spec./Chief, Helena, Montana GADO.



Leaving Calgary and our friendly Canadian neighbors, the planes will head for **GREAT FALLS, MONTANA**, where each one must fly by the timing line. One half of the planes will land here to go through customs. This airport is near the Minuteman complex, an intercontinental ballistic missile system. It is an easy drive to the magnificent recreation areas in Lewis and Clark and Jefferson Nat'l Forests and Glacier Nat'l Park. The Airport Manager is Tom H. Palmer, Tower Chief is Bud Majerus, FSS Chief is Lee C. Ward and MIC is John W. Hamilton.



Committee: Joan Orley, General Chairman; Jo Anne Walden, Publicity; Laulette Hansen, Operations; Dottie Payne, Transportation and Accommodations.

Timers: Juanita Newell, Melba Beard, Elsie Childs



The other half of the planes will land at **LOGAN FIELD in BILLINGS, MONTANA**, where they will meet customs men. Billings is the largest city in a 500 mile radius and is the heart of the Midland Empire. The present day economy is agriculture, particularly livestock. The airport is just north of the city with an elevation of 3606 ft. Airport Manager is Robert Scarborough, Tower Chief is Thomas Lane, FSS Chief is Wm. F. Gilson, MIC is Lloyd Heavner and FAA is Tom Walenta.

Timers: Lygie Hagan; Minnie Boyd; Ann Hafer

Committee: Juli Peden; Judy McCrum, Stop Chairman; Ann Hafer; Betty Nunn; Inza Riedesel; Dorothy Craig—not pictured; Judy Buchanan, Lois Dudik.

All the planes must land at **RAPID CITY, SOUTH DAKOTA**. This is the first time the Powder Puff Derby has stopped in this state so the fliers, if they have any spare time, could visit the giant sculpture by Gutzon Borglum of the four Presidents carved from the mountain side. The Badlands are just a short motor trip away and geologists have found fossils that tell of a strange climate and history. Airport Manager is Glenn Burdine, Tower Chief is Peter P. Meier, FSS Chief is James W. Dunfee, Weather is C. R. Sauer, and FAA is C. A. Martineau.

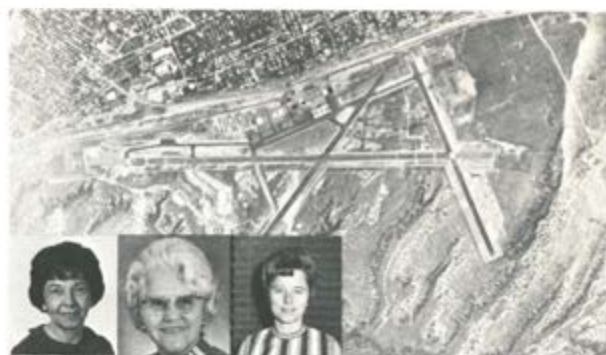
Committee: Top row: Olive Jacobs, Asst. Timer; Dorothy Lee, Operations Chairman; Lenette Macy, Publicity chairman. Center row: Wanda Busfield, Hospitality Chairman; Adeline Hamilton, Program Sales; Lois Saxton, Stop Chairman. Bottom row: Elizabeth Magnusson, Transportation/Housing Chairman; Wilma Jacobson, Amateur Radio Operations Chairman

Timers: Mabel G. Blakely; Fran Gustavson; Pat Henning

JEFFCO AIRPORT at DENVER, where Al M. Harry is manager and good friend to the Powder Puffers, is the next designated airport and offers an unparalleled view of the majestic Rockies. It is located between Mile High City of Denver and the university city of Boulder. Its altitude is 5655 ft. Colorado has 2000 lakes, 13,000 miles of trout streams and 10 million acres of national forest and Denver will be a magnificent site for the 1976 Olympics. The Tower Chief is Dave Poling, the FSS Chief is Arvid E. Hess, MIC is Marshall F. Grace and FAA is Clifford A. Elbe.

Committee: Helen Choun, Chairman; Ruth Baxter, Co-Chairman; Helen Maxim, alternate timer.

Timers: Marilyn Nordstrom; Karen Harris; Pat Luther





It will be difficult to leave this beautiful area but fly on south they must and the planes are now heading for **McCOOK, NEBRASKA**, which is the largest town in the southwestern part of the state, where they have four large lakes and pheasant without number. Corn, wheat and sorghum are some of their main products. It is the sight of Massacre Monument, the last great Indian battle fought on American soil. Airport Manager is Lanford Jorgensen and Steven Fleck is FSS.

Committee: Paulie Perry, Head Timer; Marion Larmon, Stop Chairman; Leah Snart, Timer

The planes are now about center of the U.S. (north to south) as they approach the Must Stop of **LINCOLN, NEBRASKA**. The airport is a vast complex of all-plane, all-weather runways and is served by United and Frontier Airlines. Rail facilities and truck lines converge on this very busy area. It is understandable why this is such a fast growing community. Airport Manager is Rolland Harr, Tower Chief is Ray Stephens, FSS Chief is Jerome Francis, MIC is Gordon Lippert and FAA is Melvin Wood.

Timer: Eugenia (Deedo) Heise, Doris Langher (not shown)

Committee: Shirley Amen, Operations Chairman; Rosemary Harvey, Publicity; Heidi Underwood, Co-Chairman; Martha Purdy, 2nd Timer; Evelyn Sedivy, Chairman; Judy Westbrook, Program Sales

ST. LOUIS, the Gateway to the West, should be easy to find once the pilots spot the beautiful Gateway Arch. It is the home of the St. Louis Cardinals. The "Show Me" State did show the world when it financed Charles Lindbergh in his famous flight in the Spirit of St. Louis. The airport has been named for that spectacular event. Dick Hrabko is Airport Manager and Tower Chief, Billy Templeton is FSS, George Brancato is the MIC, and Larry Sims is FAA.

Committee: Sylvia Bloom; Sue Matheis; John Balsiger; Joan Lamb, Chairman; Jean Lennertson, Co-Chairman

Timers: Janice Kuechenmeister; Jo Anna Kinnison; Loretta Slavick

The racers are getting closer to their destination when they approach the Must Stop of Adams Field in **LITTLE ROCK, ARKANSAS**, made famous by "Diamonds are a Girl's Best Friend." The lady pilots, however, would prefer the "friendship" of a good, strong tail wind. They would even sell their diamonds. The airport lies south-east of the town and has an elevation of 257 ft. Little Rock is a large city and is the State Capital. Just a short drive away are many resorts featuring all the great outdoor sports. The Airport Manager is Bob Crisp, the Tower Chief is George Hunsaker, FSS is Troy Cleaver, MIC is Robert Reinhold, and FAA is Byron Staley.

Committee: Ruth Gray, Chairman; Kay Newth, Publicity. Not shown is Ramonia Sloat, Co-Chairman.

Timers: Jo Ann Reindl; Fay Glenn; Theda Benningfield (not shown).



As the Bayous of Louisiana begin to show up beneath the wings, **RYAN AIRPORT** in **BATON ROUGE** should not be too far away. Col. E. C. Chapelle is the Airport Manager, Wilson B. Stewart the Tower Chief, Harold Chadwick the FSS Chief, Bill Frank the MIC and Olin Haley the FAA. It is on this leg from Little Rock to Baton Rouge that the planes will make that final push, everyone sitting light on the seat to cross the finish line seconds ahead of other racers—for it is by seconds that winners are made.

Yes, these babies have come a long way!!!

Committee: Inset: Ginger Edwins, Social Events; Gloria Holmes, Operations. Jeep: Janie Kimball, Transportation; Eleanor Lowry, Inspection; Fran Salles and Cherie, Contestant; Marian Baltzer, Registration; June Kern, Impound; Dee Comeaux, Publicity; Pat Ward, Terminus Chairman. Front: Dolly Baughman, Youth Support; Yvonne Fort, Publicity and Hotel; Molly Stockwell, Terminus Co-Chairman



Powder Puff Derby Terminus Committee

Baton Rouge, Louisiana



Pat Ward
Chairman



Molly Stockwell
Co-Chairman
Hotel Registration



June Kern
Impound Chairman



Gloria Holmes
Operations Chairman



Polly Baughman
Youth Support



Dee Comeaux
Publicity Co-Chairman



Janie Kimball
Transportation Chairman



Yvonne Fort
Program Sales
Publicity Co-Chairman



Marian Baltzer
Guest Events



Ginger Edwins
Social Events Chairman



Eleanor Lowry
Assistant Inspection
Chairman



Fran Salles
Terminus Photographer

DAILY EVENTS SCHEDULE

Tuesday, July 6

First arrival reception
Press Club Cocktail Party

Wednesday, July 7

Historical Walking Tour
Cocktail Party
Camelot Club pheasant dinner
Seaplane Instruction Begin

Thursday, July 8

Derby Duffer Golf Tournament
Humble Oil Refinery Tour
Feliciana Plantation Tour
Jambalaya

Friday, July 9

De-Briefing Breakfast
Governor's Coffee
Cajun Festival (Fais Do Do)

Saturday, July 10

Choice of two River Road Tours or
Tour of the campus of La. State Univ.
Awards Banquet

SOUTH LOUISIANA'S SALUTE TO
THE KREWE OF PUFF
MARDI GRAS BALL

Sunday, July 11

Fly-Away Breakfast and Weather
Report

DERBY'S OFFICIAL GREETER

Baton Rouge's Official Greeter for this Silver Anniversary Race is Dr. Hypolite T. Landry, Jr., pictured with his beloved Bonanza "Hello World" in which he flew solo around the world in May 1969, when he had been a pilot only 4 and one-half years. He established 14 NAA-FAI Speed Records in his 23-day globe circling flight, averaging 176.6 MPH covering 23,700 miles.

Dr. Landry, a bachelor, native Baton Rougean, and General Practitioner of medicine, who has been flying for 7 years has 1800 hours SMEL, instruments. He is founder, past president and Chairman of the Board of the Baton Rouge Aircraft Pilots Association and is Chairman of the Greater Baton Rouge Airport District.



THE WHITE HOUSE INN

FOODTOWN ETHICAL PHARMACIES
CHARLES FRANK FORT

MORAN PLYMOUTH

MENZIE TILE COMPANY

AMERICAN BANK AND TRUST
FIDELITY NATIONAL BANK
GOUDCHAUX'S DEPARTMENT STORE
LOUISIANA AIRCRAFT
LOUISIANA NATIONAL BANK
I.H. RUBENSTEIN'S DEPARTMENT STORE
BARNARD AND BURK, CONSULTING
ENGINEERS
CITY NATIONAL BANK
MR. W. J. OLIVER
SEARS
FORETICH-ZIMMER
AVIS RENT CAR
CAPITAL BANK AND TRUST
CRIFASI BROTHERS ONE - STOP MARKET
MR. CHESTER DRIGGERS
D. H. HOLMES DEPARTMENT STORE
MR. LOUIS LANDRY
ORENE MUSE — THE REGISTER

LOUISIANA GLASS WORKS
PATTERSON REDMOND EQUIPMENT COMPANY
READY PORTION MEATS
MRS. J. H. RYAN
SOUTHERN CAMERA
MILTON J. WOMACK, CONTRACTOR
ASTRO AVIATION
DOUG BAKER ENTERPRISES
BATON ROUGE AIRCRAFT
HAIR FLYING SERVICE
JACK SABINS RESTAURANT AND LOUNGE
UNION NATIONAL LIFE INSURANCE COMPANY
DeFRANCES MARBLE AND TILE
ASSOCIATED GENERAL CONTRACTORS
ALTRUSA CLUB OF BATON ROUGE
DANIELL BATTERIES
MR. C. 'GUS' KINCHEN
PLANK ROAD CLEANERS
ZONTA INTERNATIONAL

SPECIAL THANKS TO THE FOLLOWING FOR THEIR ASSISTANCE AND INTEREST.

Gov. and Mrs. John J. McKeithen, Baton Rouge Chamber of Commerce Staff; Woody Dumas; Mayor; Gene Worley; S. J. Montalbano; Dave Pearce; Bill Morris; John Kenaley; Vic Ehr; Charles Stoma; State Times; Morning Advocate; WJBO Radio; WAFB-TV; Joe Foretich; Col. E. E. Chappelle; Mr. W. E. Stewart; Sheriff Bryan Clemmons; Darling Studios; Garig Warehouse; Mr. Peter Paul Fuchs; Amateur Radio Club; Louisiana Tourist Commission; Louisiana National Guard; U. S. Army Reserve 4157th School; LSU Angel Flight; Southern University Jazz Band; J. B. Kling; Cajun Story Teller; Gonzales Jambalaya Festival; Bayou Pidgen Jaycees; Ronnie Merrill, florist; Louisiana Art Guild; Pepsi Cola, Coca Cola; Baton Rouge Aircraft Pilots Association, Winnebago Motor Homes, Youth Groups: The Air Scouts; The Day Clubs of Catholic High, Woodlawn and Broadmoor High School; Civil Air Patrol of Baton Rouge and Cadets; and East Baton Rouge Junior Deputies.

HONORARY STARTER FOR THE 1971 RACE

John Hixon Shaffer, Honorary Starter for the 1971 Race, is serving as the Administrator of the Federal Aviation Administration, Department of Transportation, during one of the most dynamic periods in aviation history. With his background and experience as an officer of one of America's largest diversified corporations, jet pilot and aeronautical engineer, he has a comprehensive understanding of the many problems facing aviation and the leadership capability to direct the efforts to solve them.

He played a key role in the drive for the most comprehensive aviation legislation ever enacted into Federal Law—The Airport and Airway Development Act of 1970. Under his leadership, the FAA has taken prompt action to implement the new programs authorized by the Act.



George P. Griffith, Costa Mesa, California, an avid pilot and Executive Vice President of Griffith Company, contractors, 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.

Captain Thomas Williams, age 86, will start the race off by flying an antique aircraft. He is Canada's oldest licensed active pilot. During World War I he shot down 13 enemy aircraft. He now owns a Fleet Bi-plane and does aerobatics in it.

1970 POWDER PUFF DERBY—MONTEREY, CALIFORNIA to BRISTOL, PENNSYLVANIA



WINNERS: Pilot: MARGARET MEAD (L) (also winner 1968). Co-Pilot: SUSAN OLIVER (R) Receiving Trophies from FRANK KINGSTON SMITH, President, National Trades Association (L), and John H. SHAFFER, FAA Administrator (R)

Contestants



#0

PILOT (R): BETTY WORSTELL, Moraga, California
RATINGS: Commercial, SEL, 400 hours
CO-PILOT (L): LOUISE MONTERO, Petaluma, California
RATINGS: Private, SEL, 180 hours
AIRPLANE: Cessna Cardinal 177 A 180 h.p.
SPONSOR: Zero Population Growth, Inc., Los Altos, California

Looking for TAR Zero on the take-off line? Look back 'twixt 26 and 27 where their number was actually drawn. The sponsor of this plane is the reason for the unusual designation. Zero plane is piloted by Betty who has been flying 8 years and this is her fourth TAR. Her husband, Richard, is a pilot and they have five children. Betty is teaching their 12-year-old son to fly. Memberships: AOPA, Redwood Empire Chapter—99's.

Louise is flying in her third TAR. She is a hostess-cashier for her husband, Mel, at his restaurant, Sonoma Joe's. They have three children. Memberships: Redwood Empire Chapter—99's.

#1

PILOT: JERRY B. ROBERTS, Haddon Heights, New Jersey
RATINGS: Commercial, Instrument, SEL, 891 hours
AIRPLANE: Cessna P206 285 h.p.
SPONSOR: V. G. Bennett Lumber Company, Camden, New Jersey

Jerry, first down the runway in this exciting 25th Powder Puff Derby, is flying solo in her third TAR. Flying lessons were a Christmas present from her pilot husband, Hal, president of her sponsoring firm where Jerry works as executive secretary and P.R. They have two sons and one daughter. Memberships: DAR, Garden State Chapter—99's, Vice Governor NY-NJ Section 99's, 99 International Air Marking Chairman.



#2

PILOT (L): PAMELA van der LINDEN, Fallbrook, California
RATINGS: Commercial Instrument, SEL, 940 hours
CO-PILOT (R): JEAN CLYDE, Santa Rosa, California
RATINGS: Private, SEL, 204 hours
AIRPLANE: Bellanca Super Viking 17-31 290 h.p.
SPONSORS: Fallbrook Real Estate Co.; Forsyth Realty, Santa Rosa, California

This mother-daughter team is piloted by Pamela flying her fourth TAR. She is owner of Fallbrook Real Estate. Her husband, Victor, sons Ian and Allan and son-in-law Peter are all pilots. Memberships: AOPA, Natl. & Calif. Ass'n Real Estate Brokers, Natl. Institute Farm and Land Brokers, Natl. Real Estate Fliers Ass'n., Palomar Chapter—99's.

Jean is flying her second TAR as co-pilot for her mother as they did in 1970. Jean and her pilot husband, Peter, have two children. Memberships: AOPA, Sonoma Co. Airman's Ass'n.



#3

PILOT (R): RAMONIA SLOAT, Ft. Smith, Arkansas
RATINGS: Commercial, SEL, 500 hours
CO-PILOT (L): CHARLENE POE, Ft. Smith, Arkansas
RATINGS: Private, SEL, 137 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.

This is the third TAR for Ramonia who learned to fly with her family in "case of pilot failure." Her husband, Dr. H. C. Sloat is a pilot and they have two children and one grandchild. Memberships: WNAA, 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 Chapter—99's.



Contestants



#4

PILOT (L): IRENE FLEWELLEN, Hixson, Tennessee
RATINGS: Commercial, SEL, 573 hours
CO-PILOT (R): RACHEL PRUETT, Hixson, Tennessee
RATINGS: Private, 55 hours
AIRPLANE: Cessna Skylane 182 H 230 h.p.
SPONSOR: Dallas Bay Skypark, Hixson, Tennessee

This is the second TAR for Irene, her first being back in 1954. The time in between was spent taking care of her four children, serving as secretary-treasurer and line boy for Dallas Bay Skypark, run by her pilot husband, John. They also have three grandchildren. Memberships: CAP, U.S.C.G. Aux Flo 6-6, Tennessee Chapter—99's.

Rachel is flying in her first TAR. She is a new pilot and works in an executive capacity at Pruett's Food Town. Her pilot husband, A. Clyde, is president of this food chain. They have one son. Memberships: U.S.C.G. Aux Flo 6-6.

#5

PILOT (L): LOUISE WHITE, Asheville, North Carolina
RATINGS: Commercial, SEL, 874 hours
CO-PILOT (R): MELBA BRANTLEY, Greensboro, North Carolina
RATINGS: Private, SEL, 125 hours
AIRPLANE: Mooney Chaparral M20F 200 h.p.
SPONSOR: Olson Aircraft Protection, Morris Plains, New Jersey

Louise is flying her third TAR. Her husband, Neal, is a pilot but doesn't get much chance to get the plane from Louise who uses it for her many aviation activities in North Carolina. To quote "He doesn't mind the plane payments but the \$200 a month gas bill is killing him." They have two children. Memberships: AOPA, CAP, EAA, NPA, WNC Pilots Ass'n., PCA, N.C. Aero Club, Arkansas Chapter—99's.

Melba is flying her first TAR. Prior to her current interest in flying she was a recipient of awards in fencing, bowling, sports car racing, cooking, etc. She is active in the Red Cross. She and her husband, Charles, have one daughter. Memberships: AOPA, CAP, GCPA, N.C. Aero Club, Arkansas Chapter—99's.



#6

PILOT (R): BETTY JO SMITH, Phoenix, Arizona
RATINGS: Commercial, Instrument, SMEL, 704 hours
CO-PILOT (L): LANAETH PETERSEN, Phoenix, Arizona
RATINGS: Private, SEL, 175 hours
AIRPLANE: Mooney Chaparral M20E, 200 h.p.
SPONSORS: Phoenix Aviation, Inc.; Allen & Ray, Arizona

This is the first TAR for Betty Jo, who works as a bookkeeper at Smith and Green Corp. Her husband, Allen, is a pilot and they have one son and two grandchildren. Memberships: AOPA, NPA, Phoenix Chapter—99's.

LaNaeh is also flying her first TAR and she works as a secretary at Airesearch Mfg. Co. She has one daughter. Memberships: Phoenix Chapter—99's.

#7

PILOT (L): PAT CLARK, Calumet City, Illinois
RATINGS: Private, Instrument, SMEL, 1000 hours
CO-PILOT (R): ELINOR JOHNSON, Dallas, Texas
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SEL, Ground Instructor, 1015 hours
AIRPLANE: Mooney Chaparral M20E 200 h.p.
SPONSORS: Kenosha Aviation Service, Wisconsin; Gary Levitz, Dallas, Texas

This is the second TAR for Pat, her first TAR was as co-pilot. 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 two grandchildren. Her hobby is collecting barbed wire. Memberships: AOPA FFA, NAC, Am. Bonanza Soc., Texas State Aviation, Chicago Suburban Aviation, Chicago Area Chapter—99's.

This is the first TAR for Elinor. She was too busy raising four children, taking care of pilot husband, Rowland, and doing free-lance flight instruction to take time off to race. However, she will be away racing while her first grandchild is due. Memberships: Aero Sorority, Dallas Chapter—99's.





#8

PILOT (L): **LILA FIELDEN**, Salt Lake City, Utah

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, 550 hours

CO-PILOT (R): **NANCY S. REULING**, Salt Lake City, Utah

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, Private Glider, Ground Instructor, 2600 hours

AIRPLANE: Cessna Skylane 182 K 230 h.p.

Lila is flying her first TAR. She has been a pilot since 1965 and her avocation became her vocation when she trained as an Air Traffic Control Specialist. She "flies 24 hours a day." Memberships: AOPA, CAP, Utah Chapter—99's.

Nancy is flying her second TAR, the last time in 1965. She is self-employed as a flight instructor. She is both an enthusiastic instructor and charter pilot talking up flying to her passengers. For her, "flying is a passion." She has two sons. Memberships: CAP, Utah Soaring Society, Utah Pilots Ass'n., Utah Chapter—99's.

#9

PILOT (R): **TONI RAMSAY**, Nipawin, Sask., Canada

RATINGS: Commercial, Flight Instructor, SELS, 1200 hours

CO-PILOT (L): **SUE BATTERBURY**, Calgary, Alta., Canada

RATINGS: Private, SEL, 120 hours

AIRPLANE: Cessna Skylane 182 230 h.p.

SPONSOR: Calgary Flying Club, Canada

Toni is flying her first TAR. Part time instructing gave way to full time work for Toni. She operates a one-woman flight school and does charter work on floats and skis. Her other interests are wilderness camping and the general outdoors. She has two children. Memberships: Canadian AOPA.

Sue is also flying her first TAR. She flies for pleasure and works as a programmer for Chevron Standard Ltd. Memberships: Calgary Flying Club, Alberta Chapter—99's.



#10

PILOT (L): **FRANCES COLLINS**, Midland, Texas

RATINGS: Commercial Instrument SEL, 452 hours

CO-PILOT (R): **BETTY ESPY**, Midland, Texas

RATINGS: Commercial, SEL, 265 hours

AIRPLANE: Beechcraft Bonanza 35 B 33 225 h.p.

This is the second TAR for Frances who is a bookkeeper and pilot for Animal Clinic operated by her pilot husband, Dr. C. C. Collins. Both Frances and her husband learned to fly at the same time. They have four children and three grandchildren. Memberships: AOPA, FFA, NPA, Natl. Aerospace Ed. Comm., Safety Counselor FAA, High Sky Chapter—99's.

Betty is flying her first TAR. Betty and her husband, C. L. Espy, learned to fly at the same time. They have two children and one grandchild. This team also flew the 1971 IAR. Memberships: AOPA, High Sky Chapter—99's.



#11

PILOT: **YVETTE HORTMAN**, Bristol, Pennsylvania

RATINGS: ATR, Flight/Instrument Flight Instructor, SMEL, Ground Instructor, 1400 hours

AIRPLANE: Piper Cherokee PA 28 180 h.p.

SPONSOR: Hortman Aviation, Inc., Bristol, Pennsylvania

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



Contestants



#12

PILOT (L): **DOROTHY A. WALTZ**, El Toro, California
 RATINGS: Commercial, Instrument, SEL, Commercial Glider, 530 hours
 CO-PILOT (R): **M. W. "WALLY" FUNK II**, Hermosa Beach, California
 RATINGS: ATR, Commercial, Flight/Instrument Flight Instructor,
 SMELS, Jet time, Commercial Glider, Ground Instructor, 10,000 hrs.
 AIRPLANE: Piper Comanche PA 24 260 h.p.

Dorothy, flying her first TAR, got her inspiration to fly watching the '67 Powder Puff Derby Terminus in Torrance. She obtained her commercial license and 40 hours aerobatic time within one year and then on to her dream of flying this race. Her husband, Kenneth, is not a pilot but will take time off from work to care for their five children. Memberships: AOPA, NAA, Long Beach Chapter—99's.

Wally, flying her first TAR, is outstanding in the aviation field, and 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 this program. Space prohibits listing all her accomplishments. She toured Europe, the Mid-East and Africa in a VW Camper. Memberships: AFA (Honorary), NAA, SSA, Calif. Aero Space Educ. Ass'n., Long Beach Chapter—99's.

#13

PILOT (R): **LOUISE E. SMITH**, St. Petersburg, Florida
 RATINGS: Commercial, Instrument, SMEL, 604 hours
 CO-PILOT (L): **ETHEL GIBSON**, St. Petersburg, Florida
 RATINGS: Private, SEL, 409 hours
 AIRPLANE: Cessna Skylane 182 230 h.p.
 SPONSORS: Dr. Morcie L. Smith; Walter A. Gibson; Friends,
 St. Petersburg, Florida

This is the first TAR for Louise who is a secretary for her pilot-dentist husband, Dr. Morcie L. Smith. They have two children and one grandchild. Memberships: AOPA, FFA, Fla. Grasshoppers; St. Petersburg Aviation Ass'n., Pinellas County Dental Aux., Suncoast Chapter—99's.

Ethel is flying her third TAR and is a "pleasure" pilot. She works as an R.N. for a surgeon. Her husband, Walter, is a pilot and they have one son. Memberships: AOPA, FFA, NAA, Fla. Grasshoppers, ANA, FNA, Suncoast Chapter—99's.



#14

PILOT (L): **JOSEPHINE S. LEE**, Saginaw, Michigan
 RATINGS: Commercial, Instrument, Flight Instructor, SMEL, Ground Instructor, 475 hours
 CO-PILOT (R): **KATHLEEN B. GERHOLD**, Corunna, Michigan
 RATINGS: Private SEL, Ground Instructor, 150 hours
 AIRPLANE: Beechcraft Bonanza S35 285 h.p.
 SPONSOR: Lee Iron Works, Saginaw, Michigan

Josephine is flying her first TAR. She is a part time flight instructor and flies for both business and pleasure with her pilot husband, Charles. They have four children. She is Chairman of the '71 Michigan SMALL Race and is a Deputy Sheriff with the Saginaw Sheriff Aero Patrol. Memberships: Michigan Chapter—99's.

This is the first TAR for Kathleen. She plans to fly two races as co-pilot and then race as pilot in command. She has a Link Instructor rating and she works for the Natl. Aviation Program as a staff assistant for the Flint Board of Education. Her husband, Jack, is not a pilot but joins their three sons and brand new daughter as a rooting section. Memberships: CAP, Flint Aviatrix Ass'n., Michigan Chapter—99's.



#15

PILOT (R): **PAULINE MALLARY**, College Park, Georgia
 RATINGS: Commercial, Instrument, Flight Instructor, SELS, 2332 hours
 CO-PILOT (L): **BETTY JO HAMMER**, Enid, Oklahoma
 RATINGS: Private, SEL, 125 hours
 AIRPLANE: Beechcraft Musketeer A23-19 150 h.p.

This will be Pauline's fourth TAR. Her previous races were as co-pilot. Her Eastern Airlines pilot husband, Pete, will take time off to mind their 9-month-old daughter while Pauline flies 'cross the nation. Memberships: AOPA, Atlanta Flying Rebels, North Georgia Chapter—99's.

Betty Jo is flying her first TAR. Her son taught her to fly. Her pilot husband, Ray, and daughter are rooting for this team and will recruit two grandchildren to help them.





#16

PILOT: ELLIE McCULLOUGH, Bay Shore, New York
RATINGS: Commercial, Instrument, SEL, Glider Solo, 1400 hours
AIRPLANE: Mooney MC 20 180 h.p.
SPONSORS: Tom Mitchell-Poughkeepsie Air Service, Inc.;
 Mrs. Anna Dietrich, Rocky Point, New York

Ellie is flying her eighth TAR. She is employed as a secretary at Grumman Aircraft and is a bridal consultant at Gertz Department Store. She has made 16 jumps and her membership list will show her time as very active in flying circles. Memberships: AOPA, Long Island Aviation Council, Grumman Flying Club, Long Island Sky Divers, L. I. Early Flyers, Long Island Chapter—99's.

#17

PILOT (L): RUTH C. BLISS, Chappaqua, New York
RATINGS: Commercial, Instrument, SEL, Private Glider, 2650 hours
CO-PILOT (R): BARBARA BROTHERTON, Limehouse, Ontario, Canada
RATINGS: Private, Instrument, SEL, 550 hours
AIRPLANE: Piper Cherokee PA 28 D 180 h.p.

This will be the fifth 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." They fly cross-country to visit with their three children and five grandchildren. Memberships: AOPA, N.Y. Pilots, Greater New York Chapter—99's.

Barbara is flying her third TAR. She married an air force pilot, Thomas, and learned to fly in self defense after recovering and re-upholstering old aircraft. The two sons are also pilots. An ex-New Jerseyite, Barbara was active in re-establishing the Canadian Ninety-Nines. Memberships: Gullph Airforce, 1st Canadian Chapter—99's.



#18

PILOT (L): JUANITA B. HALSTEAD, Montgomery, Alabama
RATINGS: Private, Instrument, SMEL, 1250 hours
CO-PILOT (R): MIRIAM S. DAVIS, Miami, Florida
RATINGS: Commercial, Instrument, SMEL, 1150 hours
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
SPONSOR: Monroeville Aviation, Inc., Alabama

Juanita is flying her third TAR. Her husband, C. Foy Halstead, is a pilot and an enthusiastic rooter for this team along with their five married daughters, sons-in-law and ten grandchildren. Memberships: NAA, Business and Professional Women, Alabama Chapter—99's.

This is the sixth TAR for Miriam. She is research-corporate secretary and pilot for Sub-Tropical Testing Service. Her husband, C. Hubbard Davis, is a pilot. Memberships: AOPA, NAA, Fla. Air Pilots Ass'n., Fla. Aero Club, Florida Goldcoast Chapter—99's.



#19

PILOT (L): DORENE CHRISTENSEN, Santa Ana, California
RATINGS: Private, Instrument, SEL, 393 hours
CO-PILOT (R): AMY KONING, Las Vegas, Nevada
RATINGS: Private, Instrument, SEL, 585 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSOR: Lois Harding and Associate, Orange, California

This sister team is piloted by Dorene flying her first TAR. She and her dentist husband, Dr. Duayne Christensen, got their pilot's licenses on the same day. The family—mother, dad and three children—make many pleasure trips up and down the entire West Coast. Dorene is an R.N. Memberships: AOPA, Orange County Chapter—99's.

Amy, the other half of the sister team, is flying her first TAR. Her flying has taken her through 30 states, both coasts of Canada and the Bahamas. Her husband, Conrad, is a pilot and they have two children. Memberships: AOPA.



Contestants



#20

PILOT (L): **MARY M. PEARSON**, Escondido, California
 RATINGS: FAA Examiner, Commercial, Instrument, Flight Instructor, SELS, Ground Instructor, 8500 hours
 CO-PILOT (R): **WANDA J. MILLER**, Hemet, California
 RATINGS: Private, SEL, 570 hours
 AIRPLANE: Piper Arrow PA28R 200 h.p.
 SPONSOR: Omni Aviation Mgrs., Van Nuys, California

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

This is the second TAR for Wanda who was Co-Chairman of the '69 Powder Puff Derby start in San Diego. She is employed as an R.N. for a dermatologist. Her husband, Dean, an ex-military pilot, was an instigator in Wanda's learning to fly. Memberships: Palomar Chapter—99's.

#21

PILOT (R): **LAVERNE A. GUDGEL**, Chowchilla, California
 RATINGS: Commercial, Instrument, SEL, 930 hours
 CO-PILOT (L): **DOROTHY F. McALLISTER**, Portola Valley, California
 RATINGS: Private, SEL, 350 hours
 AIRPLANE: Piper Comanche PA 24 260 h.p.
 SPONSOR: Gudgel's Aero-Ag Service, Chowchilla, California

Laverne is flying her fourth TAR. She was taught to fly by her husband, Robert, and their two sons were also dad's students. They now have Private licenses. Laverne is co-owner, bookkeeper and part-time pilot for her sponsoring firm. Memberships: AOPA, Chowchilla Pilots Ass'n., San Joaquin Valley Chapter—99's.

Dorothy is flying her first TAR. Her flight instructor husband, Eugene, helped her to get her Private license and is giving her instruction towards her instrument rating. Flying is a family affair to the ski areas with son, Kirk. Memberships: AOPA, San Joaquin Valley Chapter—99's.



#22

PILOT (L): **ANNETTE C. FEDOR**, Cleveland, Ohio
 RATINGS: Commercial, SEL, 300 hours
 CO-PILOT (R): **EDYTHE S. MAXIM**, North Olmsted, Ohio
 RATINGS: Commercial, Instrument, SEL, 719 hours
 AIRPLANE: Beechcraft Bonanza A 36 285 h.p.
 SPONSOR: Masco Machine, Inc., St. Clair, Ohio

Annette is flying her first TAR. After her husband, John, earned his ticket Annette decided to learn navigation and then to learn how to land and found herself hooked on flying. With their three children they have made many cross-country trips. Her ambition was to fly the Powder Puff Derby and here she is. Memberships: All-Ohio Chapter—99's.

Edythe, flying in her first TAR, learned to fly "just in case" pilot husband, John, might need some help. That first lesson did it. She is secretary, which entails some flying, for Aircraft Service, Inc. She has been a co-pilot in Angel Derbies, FAIR and SMALL races. Memberships: NAA, NPA, All-Ohio Chapter—99's.



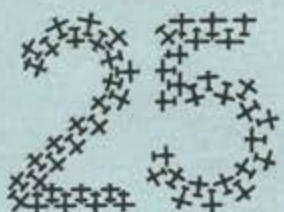
#23

PILOT (L): **ARLENE R. ROSSMAN**, Moraga, California
 RATINGS: Commercial, Instrument, SEL, Ground Instructor, 475 hours
 CO-PILOT (R): **SHARON KAY KETCHUM**, Concord, California
 RATINGS: Private, SEL, 80 hours
 AIRPLANE: Beechcraft Debonair C33A 285 h.p.
 SPONSORS: McDonald's Hamburgers, San Palbo/Walnut Creek;
 Ketchum Displays, Concord/Santa Clara, California

Arlene is flying her first TAR and has been a pilot for just two years. Her husband, Edwin, has a Private license and is also a glider pilot. They have two small sons. Her husband is owner of McDonald's, one of the team's sponsors. Memberships: AOPA, Mt. Diablo Chapter—99's.

Sharon is also flying her first TAR. She has been a pilot for just one year. Her pilot husband, Gerald, is owner of Ketchum Displays, co-sponsor of this team. They have a daughter, two, and a son of four months. Memberships: AOPA, Mt. Diablo Chapter—99's.





Transcontinental Sky Trails

by Kay A. Brick

"THOUGH THEY NOT BE GODDESSES — THEY FLY"



Paul E. Garber
Smithsonian
Institution

The National Air Museum, Smithsonian Institution, Washington, D.C. so revered their accomplishments that the POWDER PUFF DERBY TROPHY, symbol of women's continuing flight achievements over wind and weather in keen aerial competition, on which the Powder Puff Derby winner's name is inscribed each year, is exhibited within its walls.

The annual All-Woman Transcontinental Air Race, flown in early July, and best known by its trademark as the POWDER PUFF DERBY, is the longest and largest speed air race for women in the world. To be eligible to fly this air classic as first pilot, a woman must hold a commercial pilot's license or a private license plus an instrument and/or instructor rating . . . co-pilots minimum of a private license. Eligible aircraft, single and multi-engine, must lie between 145 horsepower and 450 horsepower, extended to 600 horsepower for the 25th JUBILEE race. All are handicapped for fair competition.

A route is laid out between two cities which have bid for and won the start and terminus of the race in cooperation with their local Ninety-Nine Chapters. The Ninety-Nines, Inc., an International Organization of more than 4000 licensed women pilots founded in 1929 with Amelia Earhart its first President, endorses this race. Designated stops along the route permit racers to refuel, wait out weather which is not VFR (visual flight rules), and to RON (remain over night) since only sun-up to sundown flying is permitted. Qualified timers, approved by the National Aeronautic Association under whose sanction the race is run, clock the contestants in and out of designated airports so that time on the

ground is not counted in the scoring. While the race is conducted under the Sporting Code of the world body, the Federation Aeronautic Internationale, the 9 women Board of Directors of the All-Woman Transcontinental Air Race, Inc. annually re-evaluate and revise the specific Rules under which the race is run.

With this 25th Anniversary Race, the Derby has covered 3,264,783 race miles (more than 135 times around the world at the Equator) with approximately 2300 entries welcomed by 41 states and 153 different cities . . . El Paso, Texas as many as 9 times.

Harbinger of the now famous Powder Puff Derby was the first "race" in 1947 from Palm Springs, California to Tampa, Florida. The Florida Chapter of The Ninety-Nines, laden with eager post-war WASPS, created the Florida All-Woman Air Show and invited races to terminate in Tampa as part of the show. Further details failed to be disseminated but California Ninety-Nines rallied to the point of having two entries—Dianna Bixby in her military A-26 bomber and Caroline West with her little Ercoupe. Weather prevented the start from Clover Field, Santa Monica as originally planned. "Sun-up and five-ish on a nippy desert Palm Springs morning," as Mardo Crane, pioneer Chairman, recalls, she, Dee Thurmond, Irma "Babe" Story and Helen Hooper Moore enthusiastically directed Carolyn with co-pilot Bea Medes to the starting line to await Dianna. After great delay the "timers" waved the Ercoupe off for its 21 hours 45 minute flight to Tampa. It was all "honor system" for time and no authorized stops. Not until they reached Tampa did they discover that Dianna had never started due to engine trouble. In that they "raced against their own advertised air speed, this 'Amelia Earhart Memorial Race' could be called a contest," relates Mardo, "and the possibility of an annual all-women transcontinental light plane race was now more than just an exciting idea."

In 1948, with permission of the Florida Chapter, Mardo's committee set about organizing the second race into Miami, site of the 2nd Florida All-Woman Air

Show. Basic rules were drawn up for the 6 planes that entered. . . . Planes up to 300 horsepower; daylight flying only, minimum of a private pilot's license with 25 hours in type of plane flown; co-pilots to be female; still the "honor system" for timing "verified" to the racer by tower operators. Fog warnings diverted the race start once again to Palm Springs.



Amy Otis Earhart
Mother of Amelia
greets winner
Fran Nolde

Now the need for money asserted itself—phone calls, wires, travel, publicity and most important, prize money. Jacqueline Cochran rallied to the need and the 1948 and 1949 races were called the "Jacqueline Cochran All-Woman Trophy Race."

About this time the "honor system" of timing was challenged and "time clocks at check-in airports" were suggested. Locating and setting these up created the "Trail Blazing" by race officials. This has become an



Running the log

even more vital early task as the race has grown and is now sequenced by 1 or 2 Route Surveys of the designated stops prior to the race. Surveyors meet with airport officials, fixed base operators, Ninety-Nines, NAA Timers, Tower Controllers, Flight Service Stations, FAA Safety Inspectors, Weather Bureaus and Chambers of Commerce to assure that all is in readiness for the racers insuring safe and smooth operations.

In 1950, the "Ninety-Nines Transcontinental Air Race" drew 33 entries. The purse was provided by Odessa,

Texas and Mrs. O. A. Beech. NAA sanction which approves rules and timers and guarantees the prize monies was obtained for the first time. Enthusiasm at designated stops was whipped to a peak, but officials failed to realize they were too close together and one stop, where armfuls of long-stemmed roses among other goodies awaited the contestants, was overflowed by all. In spite of "tightened inspections" before and after this race, unjust complaints of illegal aircraft alterations threatened the very continuance of the race.

Late in 1950 the race became "The All-Woman Transcontinental Air Race, Inc." a non-profit corporation with



Mardo Crane

a 4 member Board of Directors . . . Chairman, Mardo Crane, Betty Gillies, Ethel Sheehy and Arlene Davis. Overlapping duties between the National Race Committee, which heretofore had been planning the race, and the AWTAR Board were smoothed out. Today the 9 woman Board, who must be Ninety-Nines, liken the assembling of the race to

putting a very intricate puzzle together. It is a year-round job to keep the race winging across the nation. The route must be set, surveyed; rules revised; data-processing and personnel for tabulation of scores must be secured; funds raised; official timers appointed and instructed; the official race program must be prepared and printed; awards and trophies must be secured; airplanes test flown and handicaps assigned; race aircraft must be inspected at start and finish; promotion and publicity beneficial to all race sponsors must be conducted; navigational services must be arranged. All of this must be coordinated with the NAA, FAA, FCC, U.S. Weather Bureau, Coast and Geodetic Survey, Flight Service Stations, Air Traffic Control, Tower Operations, Chambers of Commerce, State Aviation Officials, Ninety-Nines Chapters, Air Explorers, Wing Scouts, Civil Air Patrol, Ham Radio Operators, State Governors, and hundreds of individuals and other volunteer groups such



as Zonta, which complete the operation. These requisites make the routine of running a full-time office essential.

Basic duties for all phases are contained in annually revised SOP's (Standard Operating Procedures) involving some 150 forms for the novice committees working on the race each year. Each Board member has areas of total responsibility. These areas phlange out into the capable hands of the network of hundreds of Ninety-Nines working directly on the race each year.

In 1951 and 1952, during the Korean War, the race operated as a training mission, "Operation TAR"—the objective to "provide stimulation as a refresher course in cross-country flying for women whose services as pilots might once again be needed by their country." The race was opened to **all** women pilots, not just Ninety-Nines; it was considered "a race" if at least one entrant finished and qualified within the time extension limit; racers could check with the Civil Aeronautics Administration (now F.A.A.) to determine if their ships were eligible. Award money was given by aircraft companies for specific placement.

As early as 1950 the "look alike" trend in dress started. The hardy, daring lot in flying (zoot) suits and helmets of the 1929 era gave way to the fashion conscious women pilots of today, with that touch of efficient glamour of which non-flyers are unaware. Many teams have complete wardrobes of matched outfits specially designed for the race. Attractive, light weight and indicating a team effort, some feature their sponsor's product on pocket, sleeve or purse. Girls appear with ingenious outfits of aluminum or peopled fabric, or with



the flower of their beloved state dominating their dress, or a pilot emerging from the cockpit may be a "tiger" whose pedigree indicates an oil company or make of car—but not liquor, for those and gambling sponsorships have always been disallowed.

The first mother-daughter teams to race were Ruth Rueckert and daughter, Marsha, age 6 in 1951, and Betty Gillies with college

daughter, Pat, who had a private license with 200 hours. Subsequently, any "passenger" under 16 was ruled out as not contributing to a racing endeavor. Today, only pilots may participate making the youngest possible entrant age 17. Seven mother-daughter teams flew the race in 1966 and six will be on the starting line in July 1971, indicative that air age education begins at home.

In 1952 the Simplex Time Recorder Company first provided standard time stamps, heart beats of the race, at all race stops, and has continued this vital service for 19 years. Logos with "Powder Puff Derby", race location and time appear in the punched logs. The race adopted knots and nautical miles as the standard measurements as used by the International Civil Aviation Organization, but by popular request in 1968 returned to "miles per hour" and "statute miles." Handicapping, formerly based on manufacturers advertised cruising speed, now involved a new method, based on performance figures for each make and model of stock aircraft supplied by the manufacturer. Later, flight testing of all eligible aircraft was inaugurated and coordinated with the manufacturer's specifications, consideration being given for speed fairings but no longer for range, weight playing an offsetting factor. From these figures a "Par Speed" is assigned each make and model. The winner is that aircraft which averages the highest ground speed in relation to its "par speed."

About this time an Awards or General Race Fund was created since aircraft industry backing was insufficient for the rapidly growing race. Special category awards were added to the top five winners such as Novice and Best of Class. Gradually present policies evolved: that awards be given based on achievement only; that they be given only in the name of a company or organization; that banquet presentations be made only in the name of companies who contribute to the General Race Fund without which the race could not continue.



Betty H. Gillies

Following the 1952 race, Betty H. Gillies succeeded Mardo Crane as Chairman and for 9 years lavished her talents and devotion to its growth. Kay A. Brick on the East Coast continued as Vice-Chairman. The 1st place Powder Puff Derby Trophy with the names of the winners inscribed thereon, donated by the San Diego Chapter of The Ninety-Nines, rotated into Smithsonian. The rules now called for two-way radio communication and FAI Sporting Licenses. Pilot require-



ments jumped to require a minimum of 100 hours solo including 25 hours cross-country time. Gone from the scene were the Fairchild 24, Luscombe, Stinson, Swift, Navion—new beauties were the Beechcraft Bonanza, Cessna 180 and Piper Tri-Pacer. Soon after the race was organized, a 10 year age limit was placed on eligible aircraft. This eliminated the WW II weary military type and those with so many modifications that fair handicapping became impossible. During start inspection, the CAA discovered aircraft from many parts of the country in careless condition . . . AD's not compiled with, papers out of order, insurance invalid. This ultimately brought about the present rigid standards, a periodic inspection within 100 hours and 3 months, which provides a greater measure of safety for all.

It was in 1953 that another special service was made available to the race . . . that of a communications coast-to-coast net by members of the Amateur Radio Relay League headed by Viola Grossman. In 1958 Carolyn Currens assumed the job of planning the net consisting of Amateur Radio Clubs along the routes which relay messages for racers and officials, and have added a few stars in their crowns for locating aircraft parts during emergencies.

In 1954 Jeppesen & Co. began its continuing service of preparing special Aviation Kits for all crews, and the Flying Tiger Line began carrying the racers' luggage giving the Powder Puffers a lighter, safer flight and enabling them to appear at their prettiest at all social functions.

Each year the race rules mirror sharply the basic trends in general aviation development and the AWTAR has often been referred to as the "sounding board of general aviation." A more recent rule requires the use of oxygen following the discovery by officials that racers were taking advantage of bright skies and brisk tailwinds as high as 20,000 feet, and upon survey that 100% of light planes manufactured in the last few years have service ceilings above 10,000 feet.



Barbara London

In 1961, when the burden of responsibility shifted from Chairman Betty H. Gillies to Kay A. Brick, the race headquarters moved to Teterboro Airport, Teterboro, N.J.



Kay A. Brick

After entries reached 85, making rapid manual calculations difficult, data-processing firms . . . UNIVAC, IBM, HONEYWELL . . . entered the picture enabling officials to provide daily results to an eager press. By 1961 rules were tightened to prevent racers from hanging spectacularly out of the aircraft doors onto the struts as the planes rolled up to the time clocks. A record number of entries, 101, taxed facilities and personnel, and was accompanied by rising costs of operation. A major decision had to be reached by the Board of Directors as to method of limiting entries. The simple solution of placing a ceiling was highly impractical since as many as 25 enter on the last allowable entry date, having spent months in developing a sponsorship. Capacity to handle large numbers at the clocks and for overnight also contributed to the decision to upgrade the requirements for entry, instead . . . until 1971. Many organizations, the Ninety-Nines among them, were beginning to seek "voluntary upgrading" by pilots in view of faster aircraft and more complex radio and traffic procedures. Repercussions were volatile. However, more than a sole objective, that of cutting entries down the next year, was accomplished as pilots sought advanced instruction with fervor. Entrance in the Powder Puff Derby became a recommendation of competence in itself. Mr. Najeeb Halaby, then FAA Administrator, wrote "You are to be applauded for your careful management and sensible rules of your previous races, but your new rule this year that pilots must hold commercial certificates, or private certificates with instructor and/or instrument ratings is a real safety advance. You are wise to let your beginner pilots, with private tickets, serve as co-pilots and build time and experience." The Powder Puff Derby had grown up.

While some women race almost yearly . . . some as

many as 14 times . . . for the challenge, the fun and comradeship, and for improving their skill as disciplined



Fran Bera
Queen of the
Powder Puff racers
7 time winner

pilots, each year the dream of flying the Powder Puff Derby comes true for 45% of the entries who have never flown it before. Some finish in the money, too!

The Derby, now in its 25th unblemished year, seeks to maintain its impeccable record through its rules and education, key to the ceaseless search for safety. Today's private planes

are built with speed and performance capabilities equal to or exceeding those of the early transport types. The complexity of air traffic procedures, although balanced by planes with more efficient navigational equipment, requires even higher degrees of proficiency. All planes entered must have recent periodic inspections and governing officials seek to aid the racers to a more knowledgeable operation of these efficient power plants.

The three days prior to take-off serve as a fountain-head for pilot proficiency as contestants receive educational material, an extensive briefing, and attend short seminars presented by experts. Included are such subjects as Wake Turbulence, Density Altitude Flying, Medical Aspects of Flying with reference to Oxygen Use, Effects of Tranquilizers, Liquor, Cigarettes, Carbon Dioxide on the Body, Desert Survival, Mountain Flying, Care for Long Engine Life and Efficient Operation. Winning the Powder Puff Derby depends on the perfect blend of airplane and pilot, blessed by weather.

When the checkered flag goes down and the planes take wing the tingling morning of take-off, the blessing of the Board of Directors goes with each crew. The racers are on their own, their progress to be charted by the NAA Timers and Judges. However, the work of Board officials is not over. Those at the Start will board the Official Race Plane preparatory to monitoring the race from aloft en route to the Terminus. The baggage space will carry the sealed copy of the official NAA departure times of the contestants, plus race programs to be dropped off at various points, inspection devices to be used again at the terminus, and the gold-sealed, be-ribboned proclamations issued by Governors of the states through which the race route passes dedicating the week as "Women in Aviation Week." A call from the airborne officials to the military reinstates activity

to portions of restricted areas through which the race contestants may have been cleared to pass. This "AWTAR Special" has first-hand knowledge of weather conditions affecting fliers along the way, it monitors the air waves contestants are using, and sometimes drops into the designated stops to check operational progress, usually arriving at the Terminus before any racers complete the course by buzzing the Finish Line.

The saga of the POWDER PUFF DERBY would not be complete if it failed to mention the devotion over the years of these men who contributed by flight testing and evaluating information for computing handicaps, as well as weather checking, and serving as official starters setting departure records the morning of take-off: Jack London, Bud Gillies, John Mullen, Carlos Wood, John Loufek, Don Elder, George Griffith and the late Bob Sanders. And for the invaluable services of our legal advisers—Bertrand Rhine, Alfred Wolf and Helen Sax.



Jack London



Bob Sanders

A plaguing problem over the years has been the financing of the race. Without recourse to a sustaining fund, the Board of Directors each year must seek funds anew to continue this international event. Its support depends on contributions from cities or organizations at the start and finish points, from companies in the general aviation industry, from volunteer contributions from individuals and Chapters in The Ninety-Nines, and from race entry fees. For the 25th JUBILEE an exciting new and major sponsor, VIRGINIA SLIMS, plus our aviation oriented supporters, have made possible the running of this 25th Anniversary POWDER PUFF DERBY. Additionally, prize money to the top ten winners approximates \$25,000 with \$10,000 to the winner.

Add to that a first time start in CANADA (Calgary), and the Derby's silver birthday celebration, and it becomes obvious that the enthusiasm generated would result in more entries than logistics deemed advisable. It was necessary, therefore, to set a limit of 150 aircraft entries with stand-bys ready to replace any drop-outs. This large field of entries would not have been possible had not, in 1966, the rapid sequencing into airport patterns for landing, resulting fast taxiing, and running to and from time clocks to punch log books been abandoned. The present system of contestants being timed by NAA Timers in the towers as they fly by a timing line,



and again when racers' wheels lift off the runway on take-off, has been happily accepted by controllers and racers alike. While it allows the capability of handling a larger field of entries, it was felt vital in the interests of safety, and due to logistics, to set the limit at 150 planes.

It has long been the custom to hold a drawing of entries postmarked on the opening date, accomplished by prominent people. Number ONE for take-off and single digit numbers are highly valued. This year 143 entries were postmarked April 15, and within 4 days entries were closed with stand-bys closely following.

While funding of the race goes to sustain a sporting event, this single activity has tremendous impact on the vast public, the majority of whom have never been aloft. These attractive pilots demonstrate the ease and safety of flying from coast-to-coast. They are mothers, daughters, and grandmothers. One grandmother entry of which pilot and co-pilot have 16 grandchildren . . . belongs to an Aerobatic Club.

Further, AWTAR officials have inspired and encouraged other races on local and international levels, having made available rules, operating procedure forms and handicaps derived from a continuous flight testing program.

The Powder Puff Derby has grown—not "like Topsy"—but with a gradual upsurge. Constant re-evaluation and revision have brought it to its present prominence. Officials have had to meet the test of many problems, requiring grave decisions, many times against opposition, but after each crisis the race has rallied, gaining new strength.

1971 witnesses other changes. While the rigid inspection of aircraft for safety and conformity to stock requirements continues to be checked by assigned personnel and authorized inspectors with Federal Aviation Administrators serving as consultants at both start and terminus of the race, engineers from the Maintenance Technology Division of Embry Riddle Aeronautical University will present the final inspection stamp of approval or disapproval to the N.A.A. Terminus Judges.



Barbara J. Evans

Results of timing studies completed by BARBARA EVANS, Vice-Chairman Board of Directors, has come full-cycle with a return to computer usage. A permanent system of programming of all data has been set up to permit rapid determination of winners in all categories using seconds at most stops. This replaces use of the TRW Timing Tables, effective with a smaller field of entries and without seconds being involved.



Marion Andrews

MARION ANDREWS, whose talent has produced the striking covers of the Official Program starting with the 10th Anniversary in 1956, designed the unique gold POWDER PUFF DERBY pin, a latticed half-globe encrusted with a map of the United States and the words, "POWDER PUFF DERBY", which may be worn only by those who have flown this challenging classic. Further, Marion has designed a Silver Anniversary cacheted envelope as she did in 1966 for the 20th Anniversary Race. These commemorative mementos, franked with Canadian air mail stamps, will be flown in the AWTAR Special (Official Plane) from Calgary to the terminus in Baton Rouge for back-stamping.

It was in that 20th Anniversary year that the pace-setting POWDER PUFF DERBY was documented in a 50 minute color TV film by WCBS-TV. It is still being shown continuously. Thus those who cannot follow the trail of wings, can race with the Powder Puffers on film.

Many famous people have participated in the race as honorary starters, official greeters, banquet speakers, and as guest page editors. In 1969 artist MILTON CANIFF, in his syndicated strip, "Steve Canyon", "entered" his character pilot, "Bitsy Beekman" and her "Bug" in the POWDER PUFF DERBY for an eight week run, copies of which in booklet form have been circulated throughout the world.

In 1967 the AWTAR Scholarship for further aeronautical advancement became available to the "Pilot with the Highest Score Flying the POWDER PUFF DERBY for the First Time."

Greatest of all honors paid the racers and officials occurred in July 1969 when MRS. RICHARD NIXON, wife of the President of the United States, graciously entertained them at a Reception and Tea in the State Dining Room in the White House, Washington, D.C.



When the last of the JUBILEE racers to flash over the glowing orange finish line at Baton Rouge has touched down ending the 25th POWDER PUFF DERBY 1971, more than 2300 women will have flown the great transcontinental for women. Why do they do it? Most feel a contagious common bond of comradeship and good sportsmanship because of their devotion to aviation. As contestant Helen Shropshire tersely summarizes it, desire to compete in the POWDER PUFF DERBY is:

"To TOUCH the past and thus preserve the traditions of our pioneers.

To SHAKE the boundaries of earth and view the beauty of my country.

To COMPETE with my contemporaries and accept the challenge of the sky."

Quite appropriately great meaning lies deep within our JUBILEE slogan—

"YOU'VE COME A LONG WAY, BABY"

ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC. Board of Directors

ANDREWS, Marion (Lopez)	1965-
BANKS, Marian	1960-68
BARTLING, Lois	1957-61
BERA, Fran	1968-
BRICK, Kay A.	1951-
CRANE, Mardo	1947-52
CRITCHELL, Iris	1954-61
CRONAN, Selma	1960-62
DAVIDSON, Margaret	1967-
DAVIS, Arlene	1951-52
EVANS, Barbara	1961-
FAILING, Joyce	1955-56
FAIRBANK, Lois	1963-67
GILLIES, Betty H.	1950-61
GRIFFITH, Thon	1967-
HAMMOND, Alice	1961-67
HART, Jane	1961-63
HEISE, Eugenia	1970-
HYDE, Louise	1961-63
KEAVENY, Ruby	1966-67
LANGHER, Doris	1959-60
LOCKWOOD, Gertrude	1960-61
LONDON, Barbara	1951-65
LOUFEK, Betty	1952-56
MEDES, Beatrice	1952-57
MENNITTO, Helen	1969-
NICHOLSON, Claire Hale	1955-59
RAMBO, Anne	1952-53
RIGGS, Barbara	1969-
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 RING, VIVIAN ROPES, ANN ROSS, ANNE SMITH, AMALIE STONE, BABE STORY, DEE THURMOND, CLAIRE WALTERS, CAROLYN WEST.

FLASH-BACK



1. Simplex provides all time stamps across the route.
2. The aerial charts are long.
3. Flying Tiger carries the luggage.
4. Ilovene Potter cuts the ribbon for the Seattle start.
5. Photographers and press greet the racers when they finish, rain or shine.
6. Najeeb Halaby draws first-day entry numbers from hat held by Fay Gillis Wells.
7. The top of that wing has to be clean, too.
8. Crocker Snow waits for the time log to be run out to the plane.
9. CAP and Wing Scouts help to greet the arrivals.
10. Washing and waxing is hard work.
11. Lord and Lady Casey of Australia draw first-day entries with Kay Brick.
12. Hugh Downs drawing first-day entries with Barbara Evans, Kay Brick and Lois Fairbank.
13. Pete Bowers starts the race off from Boeing Field, Seattle.
14. Clearwater terminus was well-marked.



THEY WON!



1. Bera & Kelly
2. Claire Walters
3. Saunders & Cassell
4. Mead & Oliver
5. Winfield & Britt
6. Laretta Foy
7. Fran Bera
8. West & Medes
9. Steadman & Clark with Najeeb Halaby
10. Saunders & Douglas
11. Shirley Blocki
12. Iris Critchell
13. Bera & Bowers
14. Barry Goldwater, Jr. & Culp
15. Aikins, Jimmie Pyle, Noah
16. Deerman & Hayes
17. Jean Parker
18. Bera & Duke with Joe DeBona
19. Alice Roberts
20. Mead & Herrin
21. Judy Wagner with Bob Hoover
22. Fran Nolde

Contestants



#24

PILOT: POLLY DUNCAN, Memphis, Tennessee
RATINGS: Commercial, Instrument, SEL, 5200 hours
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSOR: W. Memphis Aviation Service, W. Memphis, Arkansas

Polly is flying in her ninth TAR. Polly taught her husband, Howard, to fly. She has flown several Angel Derbies and placed fourth in 1970. Memberships: AOPA, Memphis Chapter—99's.

#25

PILOT (L): SHIRLEY LEHR, Sacramento, California
RATINGS: Commercial, SEL, 381 hours
CO-PILOT (R): DOLORES M. OLSEN, Carmichael, California
RATINGS: Private, Instrument, SEL, 776 hours
AIRPLANE: Mooney Ranger M20C 180 h.p.
SPONSORS: Fun Flyers Club of Northern Calif.; Lehr Auto Electric, Sacramento, Calif.

Shirley is flying her first TAR and has been a pilot for five years. Her husband, Ernest, has soloed but is content to let Shirley be the family pilot. Their two sons plan to learn flying as soon as mother gets her instructor's rating. Shirley is an executive secretary for the Methodist Hospital of Sacramento. Memberships: AOPA, Sacramento Valley Chapter—99's.

Dolores, better known as Dee, is flying her first TAR. She has been involved with flying since dating her husband, Jim, back in high school days when he operated a model airplane shop. But it took their son's flying career to get them started flying. Their daughter, Carolyn, is an airline stewardess. Memberships: AOPA, Fun Flyers Club, Sacramento Valley Chapter—99's.



#26

PILOT (L): BARBARA JENISON, Paris, Illinois
RATINGS: Private, Instrument, SMEL, 1850 hours
CO-PILOT (R): EULA LEE SCHMIDT, Robinson, Illinois
RATINGS: Commercial, SMEL, 1100 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.

This will be the eleventh TAR for Barbara who last raced in 1966. Her husband, Edward, is a newspaper publisher. They have one son and three grandchildren. Barbara is currently serving on the FAA Women's Advisory Committee on Aviation. Memberships: AOPA, CAP, NAA, Central Illinois Chapter—99's.

Eula is flying her fourth TAR and has been a pilot since 1957. Her husband, Dr. G. F. Schmidt, is a pilot and they have two children and four grandchildren. Memberships: AOPA, NPA, Central Illinois Chapter—99's.

#27

PILOT (L): DOROTHY M. MEYERS, Colorado Springs, Colorado
RATINGS: Commercial, Flight Instructor, SEL, 325 hours
CO-PILOT (R): MARJORY A. R. POTANKO, Colorado Springs, Colorado
RATINGS: Commercial Flight Instructor, SEL, Ground Instructor, 350 hours
AIRPLANE: Mooney Master M20 G 180 h.p.
SPONSOR: Colorado Aeromotive, Pikes Peak, Colorado

Dorothy is flying her first TAR and is a flight instructor at Ent Aero Club, Ent AFB. Her husband, Rudy, is a pilot and they have three children. Memberships: Ent Aero Club, NAFI, Pikes Peak Chapter—99's.

This is the first TAR for Marjory. Her pilot husband, Andrew, is with the air force at Ent AFB. Marjory is a secretary at the base and also gives flight and ground instruction. Memberships: AOPA, Ent Aero Club, Colorado Flight Instructors Ass'n., Pikes Peak Chapter—99's.





#28

PILOT (L): **THELMA O. DREW**, Porterville, California
 RATINGS: Commercial, Instrument, SEL, 393 hours
 CO-PILOT (R): **PATRICIA L. ROWE**, Santa Barbara, California
 RATINGS: Private, SEL, 130 hours
 AIRPLANE: Mooney Mark 21 180 h.p.
 SPONSORS: "Loving Husbands"

Thelma is flying in her second TAR. She flew solo in her first race. She dashed home from last year's race to get her instrument rating. Her husband, Robert, is a pilot and they have two married daughters and four grandchildren. Memberships: AOPA, EAA, NPA, Porterville Pilots Ass'n., Santa Barbara Chapter—99's.

Patricia is flying her first TAR. A lemon rancher and teacher by profession, she has now found another love in flying. She was encouraged in this by her pilot husband, Dr. Henry A. Rowe. They have two children and two grandchildren. Memberships: AOPA, CAP, Santa Barbara Chapter—99's.

#29

PILOT (R): **BARBARA F. WELSH**, Tucson, Arizona
 RATINGS: Commercial, SEL, 368 hours
 CO-PILOT (L): **JAYNE T. HUNTER**, Tucson, Arizona
 RATINGS: Private, SEL, 165 hours
 AIRPLANE: Piper Comanche PA 24 250 h.p.
 SPONSORS: Tucson Innkeeper-Ranch & Resort Ass'n.; Norma's Flight School; and Others, Tucson, Arizona

Barbara is using her experience of 368 hours to help her in her very first TAR. Her pediatrician husband, John, is also a pilot and they have three children. Memberships: Chairman Tucson Chapter—99's.

Jayne is also flying her first TAR. Her husband, W. O. Hunter, is a pilot and they do their holidaying in their Cherokee 180. Barbara and Jayne flew the Pacific Air Race in 1970 as a team. Memberships: Tucson Chapter—99's.



#30

PILOT (R): **EVELYN M. SEDIVY**, Lincoln, Nebraska
 RATINGS: Commercial, SEL, Ground Instructor, 625 hours
 CO-PILOT (L): **VERA V. BARTUNEK**, Lincoln, Nebraska
 RATINGS: Private, Instrument, SMEL, 430 hours
 AIRPLANE: Piper Arrow PA 28R 180 h.p.
 SPONSOR: King's Food Host, Inc., Lincoln, Nebraska

Evelyn is flying her third TAR. She is employed as an elementary school teacher in the Lincoln Public Schools. Since getting her license in 1961, she has been active in flying as a secretary, ferry pilot, flight dispatcher and helped establish an FAA approved A & P mechanics course at a state vocational school. She was awarded a 99's 1970 AE Flight Scholarship. Memberships: AFA, AOPA, CAP, NAA, Nebraska Chapter—99's.

Vera is flying in her first TAR. While her husband, Francis, is not a pilot, he, their four children and two grandchildren make up an enthusiastic roster for TAR 30. Memberships: AOPA, Nebraska Chapter—99's.



#31

PILOT (L): **HAZEL HENSON JONES**, Dallas, Texas
 RATINGS: Commercial, Instrument, Commercial Helicopter, 2000 hrs.
 CO-PILOT (R): **MARILYN W. HOFFMAN**, Houston, Texas
 RATINGS: Private, SEL, 153 hours
 AIRPLANE: Piper Cherokee PA 28 180 h.p.

This will be the eighth TAR for Hazel, who works as a training officer-Flight Service Station in Dallas for the FAA. When not busy working for the Ninety-Nines as Newsletter editor, she is off on speaking tours before all kinds of groups boosting aviation. Hazel was awarded an AE Scholarship in 1968. She has one son and a brand new husband, Roys J. Jones. In 1970 she was given the AOPA Award for her contribution to general aviation. Memberships: AOPA, Silver Wings, Whirly Girls, Natl. Ass'n. Air Traffic Specialists, Dallas Chapter—99's.

Marilyn is flying her first TAR and was talked into the flying game by her pilot husband, Carl. She has limited flying experience but an abundance of enthusiasm. The Hoffmans have four children. Memberships: Houston Chapter—99's.



Contestants



#32

PILOT (R): **JACKIE KELLY**, Houston, Texas

RATINGS: Commercial, SEL, Ground Instructor, 380 hours

CO-PILOT (L): **BERTHA Z. DeGARCIA**, Zaragoza, Mexico

RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 2900 hrs.

AIRPLANE: Mooney Chaparral M20E 200 h.p.

SPONSORS: Trophy Hunts, Inc.; Houston Jaycees, Houston, Texas

This will be the third TAR for Jackie. Her previous Powder Puff Derbies were as co-pilot but this year she is pilot in command. She runs a unique flying school in downtown Houston—Speedway Flying School—no planes, just ground instruction. She has two teenage daughters. One is a student pilot—the other finds boys more exciting. Memberships: Aviation Comm. Houston C. of C., Houston Chapter—99's.

Bertha, who comes to this race from South of the Border, is flying her second TAR. She is employed as a flight instructor at Commander Mexicana, S.A., Aeropuerto Internacional, Mexico. Her husband, Felipe, is a retired military pilot. Memberships: Tip of Texas Chapter—99's.

#33

PILOT (L): **HELEN MAE BAILEY**, Olds, Alberta, Canada

RATINGS: Commercial, SEL, 240 hours

CO-PILOT (R): **JOSEPHINE KEARNEY**, Olds, Alberta, Canada

RATINGS: Private, SEL, 310 hours

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

SPONSORS: Kearney Bros., Inc., Olds; Simpson Sears, Calgary; United Mobile Homes, Texaco, Canada

Helen is flying her first TAR. She and her husband, Harvey, learned to fly together. They have three children and fly for both business and pleasure. Helen is manager of a motel. Memberships: Alberta Chapter—99's.

Josephine is flying her first TAR. Her flying is for pleasure and business. She is self-employed as a bookkeeper. Her husband, John, is not a pilot but with their two children, will keep a weathered eye on the progress of TAR 33. Memberships: Alberta Aviation Council.



#34

PILOT (L): **RUTH WALLACE O'BUCK**, Anchorage, Alaska

RATINGS: FAA Examiner, ATR, Commercial, Flight/Instrument Flight Instructor, SMELS, Ground Instructor, 8000 hours

CO-PILOT (R): **CATHERINE J. KIPPENHAN**, Spenard, Alaska

RATINGS: Commercial, SELS, 500 hours

AIRPLANE: Beechcraft Bonanza E33 225 h.p.

SPONSORS: Alaska Chapter - 99's; C. W. McCulloch; The People of Anchorage, Alaska

While this may be Ruth's first TAR, her flying experiences are many and exciting. She learned to fly while a WAF in the States. After moving to Alaska, she did charter and instruction flying. She has done considerable mountain and bush flying and flew cover on a polar bear hunt over the Arctic ice pack. She has also ferried planes from the "lower 48." Her husband, John, is not a pilot. Memberships: AOPA, CAP, Alaska Chapter—99's.

Catherine, flying her first TAR, is an Assistant Air Traffic Controller in Anchorage. She has made several trips ferrying planes from Kansas to various Alaskan points. Catherine has been flying since 1965. Memberships: Alaska Chapter—99's.



#35

PILOT (L): **KATHRYN McNAMARA**, Fresno, California

RATINGS: Private, Instrument, SEL, 290 hours

CO-PILOT (R): **BARBARA ANN FALLER**, Fresno, California

RATINGS: Private, Instrument, SEL, 600 hours

AIRPLANE: Cessna 210 285 h.p.

SPONSOR: McNamara's Band—Husbands and Families, that is.

Kathryn is flying her first TAR. To avoid being an airport widow, she learned to fly and got her instrument rating in 45 days so she could fly the Powder Puff Derby. In between flying hours, she was employed as a teacher. Her son is a student pilot and her husband, Kenneth, is a past commander of the Sheriff's Air Squadron. Memberships: AOPA, FFA, Amer. Ass'n. of University Women, Natl. Ed. Ass'n., Calif. Teachers Ass'n., Fresno Teacher Ass'n., Chairman of Fresno Chapter—99's.

Barbara is flying her third TAR. She was taught flying by an aviation pioneer with just three digits for a license number. In addition to her flying, she is a nurse and is Associate Nurse for Bureau of Indian Affairs teaching Indians, from Sioux to Alaskan Eskimos, the skill of nurses aides. Her husband, Stanley, is a pilot and they have three children. Memberships: Fresno Chapter—99's.





#36

PILOT (L): **JAN GAMMELL**, Denver, Colorado
 RATINGS: Commercial, Instrument, SMEL, 2800 hours
 CO-PILOT (R): **ILOVENE N. POTTER**, Seattle, Washington
 RATINGS: FAA Examiner, ATR, Commercial, Instrument, Flight/
 Instrument Flight Instructor, SMELS, Commercial/Instructor
 Helicopter, Ground Instructor, 3300 hours
 AIRPLANE: Piper Comanche PA 24 260 h.p.

This will be Jan's eighth TAR and she has placed in the top ten in three of these races. She has flown several Angel Derbies and placed in three of them, came in second in the 1970 PAR, was first in IlliNines Air Derby in 1970. Her husband, Hank, is also a pilot. Memberships: AFA, AOPA, FFA, NAA, Colorado Chapter—99's.

Ilovene is flying her fourth TAR. She is employed as a full time flight instructor, FAA Examiner for fixed wing and helicopter. She and her pilot husband, Leslie, learned fixed wing together but Ilovene taught him his helicopter maneuvers. They have three children and three grandchildren. Ilovene is a member of FAA's Women's Advisory Committee on Aviation. Memberships: AHS, AOPA, Whirly Girls, Greater Seattle Chapter—99's.

#37

PILOT (L): **VIRGINIA WEGENER**, West Covina, California
 RATINGS: FAA Examiner, ATR, Commercial, Instrument, Flight/
 Instrument Flight Instructor, SMEL, Ground Instructor, 3800 hours
 CO-PILOT (R): **CAROL SIMONS**, San Jose, California
 RATINGS: Private, SEL, 65 hours
 AIRPLANE: Piper Comanche PA24 260 h.p.
 SPONSORS: In And Out Printing, Santa Rosa; Communication
 Components Corp., Long Beach, California

This mother-daughter team is piloted by Ginny flying in her seventh TAR. She placed second in 1969 and fifth in 1970. She owned her own flight school for six years but is now employed as an instructor at Let's Fly, Inc. Her husband, Jack, is a pilot and they have three children. Memberships: AOPA, EAA, San Gabriel Chapter—99's.

Carol is flying her second TAR as co-pilot for her mother. She was taught flying by her mother in just nine days. Mother, Dad and Sister are all pilots but Carol's husband, Ronald, has not yet succumbed to the bug. He will stay home during the race to mind their year-and-a-half-old daughter. Carol teaches organ in her spare time.



#38

PILOT (L): **JOAN PAYNTER**, Bakersfield, California
 RATINGS: Commercial, Instrument, SEL, 700 hours
 CO-PILOT (R): **PATTY PIPER**, Bakersfield, California
 RATINGS: Private, SEL, 450 hours
 AIRPLANE: Beechcraft Bonanza E33 225 h.p.
 SPONSORS: Aviation Fuel Service, Irrigation Supply Co.; Atwood Crop
 Dusters, Bakersfield and Salinas, California

This is Joan's first TAR. Flying is both pleasure and business when piloting her non-pilot husband, Bill, and other office personnel to architectural locations. Bill likes "having a private airline and personal pilot." Joan feels her job is secure as Bill often naps in the plane. They have two children. Memberships: AOPA, NPA, Calif. Aircraft & Pilot's Ass'n., Bakersfield Chapter—99's.

Patty is also flying her first TAR. She and her pilot husband, Frank, learned to fly together when they were talked into buying and rebuilding "a basket case" airplane. They owned two planes before they finally got their tickets. They have three sons. Memberships: AOPA, NPA, Calif. Aircraft & Pilot's Ass'n., Bakersfield Chapter—99's.



#39

PILOT (R): **MARY W. KILBOURNE**, Pocatello, Idaho
 RATINGS: Commercial, Instrument, SMEL, 1450 hours
 CO-PILOT (L): **ALBERTA NICHOLSON**, Salt Lake City, Utah
 RATINGS: Commercial, Flight Instructor, SEL, 2950 hours
 AIRPLANE: Piper Comanche PA 24 260 h.p.

Mary is flying her second TAR, her first was back in 1965. She has been flying since 1959, was an accountant and then devoted her time to pilot husband, W. Grant, and their three children. They have nine grandchildren, ages one to twelve. Memberships: AOPA, East Idaho Chapter—99's.

Alberta is flying her seventh TAR. She started flying in 1940, was a WASP during WWII. Currently she is employed as a secretary at the V.A. Hospital in Salt Lake City. She and her husband, Walter, have two sons. Memberships: AOPA, CAP, WASP, Utah Chapter—99's.



Contestants



#40

PILOT (R): **BETH OLIVER**, Honolulu, Hawaii
RATINGS: ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, 3200 hours

CO-PILOT (L): **JANE Z. KELLEY**, Honolulu, Hawaii

RATINGS: Commercial, Instrument, SMEL, Ground Instructor, 700 hrs.

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

SPONSORS: The Outrigger Hotel, Island Flight Center, Rolles Air, Inc., Honolulu, Hawaii

Beth is flying her third TAR. She has worked at airports, taught flying and ground school at Ohio University. She helped her husband, Barrett, get his licenses and he is now a First Officer with Northwest Airlines. They have three children. Beth is a free-lance instructor at Hawaii Country Club of the Air. Memberships: AOPA, NAA, Nat'l. Aerospace Education Council, Aloha Chapter—99's.

Jane is flying her first TAR. Her flights have been limited to Hawaii for pleasure and for charter. She has flown several search missions for the CAP. Her husband, Dr. Richard Roy Kelley, is not a pilot, but besides being a physician is president of Rolles Air, Inc. They have five children. Memberships: AOPA, CAP, EAA, Aloha Chapter—99's.

#41

PILOT (R): **SOPHIA M. PAYTON**, Coraopolis, Pennsylvania
RATINGS: Commercial, SELS, Commercial Glider, 1620 hours

CO-PILOT (L): **MARILYN P. COLLETTE**, Norton, Ohio

RATINGS: Private, Instrument, SEL, 1671 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

This is the seventh TAR for Sophia. While she lists herself as housewife, she spends much of her time flying local and national races. She has been a winner in several of them. Her husband, Neal, is an airline pilot and instructed her for her commercial license. Her twin sister is also a pilot. Memberships: AOPA, Indiana Chapter—99's.

Marilyn is flying her second TAR. She has flown in the Angel Derbies, Indiana Fair Ladies and several Michigan SMALL races. She is self-employed as a public accountant. Memberships: NAA, Public Accountants Society of Ohio (only female member), Ohio Chapter—99's.



#42

PILOT (R): **MARY STEVENSON**, Missoula, Montana

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor
SEL, Ground Instructor, 2000 hours

CO-PILOT (L): **PATRICIA ROEMER**, Missoula, Montana

RATINGS: Commercial, SEL, 350 hours

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

SPONSORS: Executive-Skyflite, Roemer's Conoco Car Clinic, The Intermountain Co., Missoula, Montana

This is the first TAR for Mary. She is a part time flight instructor and charter pilot. Her husband, Jack, is a pilot and Mary taught her oldest son and daughter to fly. There are three younger children. Memberships: AOPA, Montana Pilots Ass'n., Montana Chapter—99's.

Patricia is also flying her first TAR. Her flying is for pleasure. She is a bookkeeper for her pilot husband, Jack, owner of one of the team's sponsors. They have two children. Memberships: AOPA, Montana Pilots Ass'n., Montana Chapter—99's.



#43

PILOT (L): **JOANNE AIELLO**, Hollister, California

RATINGS: Commercial, Instrument, SMELS, 550 hours

CO-PILOT (R): **ARMIDA BELT**, San Jose, California

RATINGS: Private, SEL, 180 hours

AIRPLANE: Beechcraft Bonanza 35 B 33 225 h.p.

This is the second TAR for Joanne. She has flown several Pacific Air races. Her hobbies are skiing and river running. Memberships: AOPA, Monterey Bay Chapter—99's.

Armida is flying her first TAR. She is employed at Volt Technical in Palo Alto. Her husband, Robert, is a pilot and they have one daughter. Armida also likes river running. Memberships: AOPA.





#44

PILOT (L): **MARILYN COPELAND**, Wichita, Kansas
 RATINGS: Private, Instrument, SEL, 535 hours
 CO-PILOT (R): **GARNETT L. HASTINGS**, Wichita, Kansas
 RATINGS: Private, SEL, 260 hours
 AIRPLANE: Piper Comanche PA 24 260 h.p.

This is Marilyn's sixth TAR but her first 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 Powder Puff Derby. Memberships: AOPA, Kansas State Dental Auxiliary, Kansas Chapter—99's, Vice Governor So. Central Section—99's, and Chairman for the 1971 Ninety-Nine International Convention.

This is the first TAR for Garnett. She has been employed for 25 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 the Ninety-Nines as International APT Chairman from '68 to '70, and will work on the 1971 International Convention. Memberships: GSA, Natl. Honor Society, Chairman Kansas Chapter—99's.

#45

PILOT (L): **SARAH W. HENLEY**, Shreveport, Louisiana
 RATINGS: Commercial, SEL, 310 hours
 CO-PILOT (R): **JERE SAUR**, Shreveport, Louisiana
 RATINGS: Commercial, SEL, 300 hours
 AIRPLANE: Cessna Skylane 182J 230 h.p.
 SPONSOR: Netherton Co., Inc., Shreveport, Louisiana

Sarah is flying her first TAR. She is office manager and assistant secretary at Netherton Co., Inc. She flies executives in the company owned aircraft. Her husband, George, is a pilot. Memberships: Ark-La-Tex Airmen's Ass'n. Board, Shreveport Chapter—99's.

Jere is also flying her first TAR. She is a piano teacher and organist. Her husband, Henry, is a pilot. Memberships: CAP, Shreveport Chapter—99's.



#46

PILOT (L): **CLEO S. SHERBOW**, Baltimore, Maryland
 RATINGS: Commercial, Instrument, Instrument Flight Instructor, SMEL, 2200 hours
 CO-PILOT (R): **LILLIAN CHESNES**, Washington, D.C.
 RATINGS: Commercial, Instrument, Flight Instructor, SMELS, 1100 hrs.
 AIRPLANE: Piper Two Comanche PA 30 320 h.p.

Cleo is flying her third TAR. A former R.N., she does charter flying and flies her husband, Ted, and his clients to Canada, Mexico and all the U.S. Her rooting section is loud and gay—seven children. The oldest son is a pilot and the oldest daughter had hoped to be co-pilot in this race but attending school in Switzerland this summer intervened. Memberships: AOPA, NAA, Washington, D.C. Chapter—99's.

Lillian is flying her first TAR. She is a part time instructor at Prince George Flying Service. Her husband, Albert, is a pilot. Memberships: NAFI, AOPA, Washington, D.C. Chapter—99's.

#47

PILOT: **VALERA G. JOHNSON**, St. Clair, Missouri
 RATINGS: Commercial, Instrument, Flight Instructor, SEL, 2700 hours
 AIRPLANE: Beechcraft Bonanza S35 285 h.p.
 SPONSOR: Belmont Industries, St. Clair, Missouri

Valera is flying her fifth TAR. She has been flying since 1962 and constantly searches for chances to fly. She flies customers for her sponsor, Belmont Industries, and charter for St. Clair Flying Service. She instructs on a free-lance basis. With her pilot husband, Belmont, they have flown to the Bahamas on vacations and Treasure Hunts. Memberships: AOPA, NPA, Missouri Pilots Ass'n., St. Louis Chapter—99's.



Contestants



#48

PILOT (R): **MAISIE R. STEARS**, Kalamazoo, Michigan
 RATINGS: Commercial, Instrument, SELS, 475 hours
 CO-PILOT (L): **ELOISE M. SMITH**, Kalamazoo, Michigan
 RATINGS: FAA Examiner, Commercial, Instrument, Flight/Instrument
 Flight Instructor, SMELS, Ground Instructor, 11,500 hours
 AIRPLANE: Bellanca 260 C 260 h.p.
 SPONSOR: Jack P. DeBoer Associates, Inc., Wichita, Kansas

This is the second TAR for Maisie. Her flying is just for fun but she is now working for her instructor's rating and this will probably mean some serious flying. Her husband, James, is a pilot and they have two small sons. Memberships: NAC, Otsego-Plainwell Pilots Ass'n., Kalamazoo County Pilots Ass'n., Michigan Chapter—99's.

Eloise is flying her second TAR, the first back in 1955. She instructed during WWII for Navy Cadets. She did free-lance instructing but now is chief flight instructor and FAA Examiner for Kal-Aero. Her husband, Harry, is also a pilot. Memberships: AOPA, Kalamazoo County Pilots Ass'n., Michigan Chapter—99's.

#49

PILOT (R): **MARY GRACE SEBELIUS**, Riverside, California
 RATINGS: Commercial, Instrument, Flight Instructor, SEL, 700 hours
 CO-PILOT (L): **JANE A. LAMAR**, Rialto, California
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor,
 SMEL, Ground Instructor, 6500 hours
 AIRPLANE: Cessna Skyhawk 172 H 145 h.p.

This is Mary's fourth TAR. She is employed as a flight instructor at Jane's Flying School. Her husband, Elwood (Bud), is also a pilot and they have two children. Memberships: San Gabriel Chapter—99's.

Jane is flying her seventh TAR. She is owner and flight instructor of Jane's Flying School in Riverside. Her husband, Samuel, is not a pilot. Her children are all grown up and away from home. Memberships: AOPA, San Gabriel Chapter—99's.



#50

PILOT (R): **WANDA CUMMINGS**, Rancho Santa Fe, California
 RATINGS: Private, Instrument, SEL, 515 hours
 CO-PILOT (L): **AVA CARMICHAEL**, La Jolla, California
 RATINGS: Private, SMEL, 134 hours
 AIRPLANE: Cessna Skylane 182 230 h.p.

This is the second TAR for Wanda. She and her doctor husband, Robert, received their licenses on the same day. A registered retired nurse, she now lists herself as dog-walker (only child)—one boxer, 100 pounds of fleas and fur who refuses to fly. Memberships: AOPA, San Diego Chapter—99's.

Ava is also flying her second TAR. She and her doctor husband, David, also got their licenses together and the same time as the Cummings. They have four daughters. Flying is pleasure for this family—going to medical meetings and conventions. Memberships: AOPA, San Diego Chapter—99's.

#51

PILOT (L): **PAULINE GLASSON**, Corpus Christi, Texas
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor,
 SMELS, Private Glider, Ground Instructor, 19,775 hours
 CO-PILOT (R): **JEANIE CROW**, Corpus Christi, Texas
 RATINGS: Private, 70 hours
 AIRPLANE: Cessna Skyhawk 172K 150 h.p.

Nineteen is the large number of TARs flown by Pauline and she has 6 trophies. She is self-employed as a Flight Instructor and Aerial Photographer. Her husband, Claude, is a pilot and pipe-line patroller. Pauline has also won trophies in the Angel Derby. Each year Pauline flies the race with a new pilot she has taught to fly. Memberships: Tip of Texas Chapter—99's.

In contrast, Jeanie is flying her first TAR. She certainly has a fine teacher in Pauline. Her husband, Bruce, is a pilot and they have four children to make up a good rooting squad for this TAR. Memberships: Tip of Texas Chapter—99's.





#52

PILOT (L): **MARGARET RINGENBERG**, Grabill, Indiana
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, 12,000 hours
 CO-PILOT (R): **TRUDY COOPER**, Seabrook, Texas
 RATINGS: Private, Instrument, 500 hours
 AIRPLANE: Piper Comanche PA 24 260 h.p.

Margaret is flying her fourteenth TAR. A former WASP, she is self-employed as a flight instructor. Her husband, Morris, is not a pilot but her daughter Marsha, was taught to fly by her mother and has flown as her co-pilot. They also have one son. Memberships: AOPA, NAA, NPA, WASP, PATCO, Indiana Chapter—99's.

Does this name sound familiar? It should. Trudy, flying her first TAR is the wife of the former astronaut, Gordon Cooper and would you believe Trudy had her license first? She did, while a student at University of Hawaii. The Coopers have two children. Trudy was the winning co-pilot in the Palms to Pines Race this year with Margaret Mead. Memberships: AOPA, CAP, NPA, Houston Chapter—99's.

#53

PILOT (R): **KATHY LONG**, Irving, Texas
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SEL, Hot Air Balloon, Ground Instructor, 2000 hours
 CO-PILOT (L): **HELEN WILKE**, Dallas, Texas
 RATINGS: Commercial, Instrument, SEL, Hot Air Balloon, 1000 hours
 AIRPLANE: Bellanca Super Viking 17-31A 290 h.p.
 SPONSOR: HLH Cosmetic & Drug Divisions of Hunt Oil Company, Dallas, Texas

This is the sixth TAR for Kathy. She learned to fly in 1960 in a Bellanca and is now in demos, sales and instruction with Bellanca at Long Aviation. Her husband, L. K. Long, is a pilot and they have three children and one grandchild. Girls take note—her sponsor's product has a beauty secret legendary with the name of Cleopatra. Memberships: NAC TSAA, DBA, Dallas Redbird Chapter—99's.

This is the third TAR for Helen who also learned to fly in 1960. She works for her doctor husband, Joseph E. Wilke. Her flying is for pleasure. She and her husband have two children. Memberships: ADA, MCWC, ADMS, DDA, DBA, ISUHEA, Dallas Redbird Chapter—99's.



#54

PILOT (L): **MARGARET CALLAWAY**, San Pedro, California
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, 1946 hours
 CO-PILOT (R): **BETTY WHARTON**, San Diego, California
 RATINGS: Private, Instrument, SEL, 485 hours
 AIRPLANE: Cessna 210 285 h.p.
 SPONSOR: Allied Damage Appraisal, San Diego, California

Margaret is flying her twelfth TAR. She is a free-lance flight instructor and has taught both her daughters to fly. She is waiting for the two grandchildren to be grown up enough so she may teach them, too. Her husband, Dick, is also a pilot. Margaret has flown many races and tied for 1st place in the 1970 Angel Derby. Memberships: AOPA, NAA, Long Beach Chapter—99's.

Betty is flying her third TAR. She works as secretary for her sponsoring firm. Her husband, Claud, is a pilot and they have three sons. As for grandchildren, not yet! Betty has served on the AWTAR Board in charge of aircraft inspection. Memberships: San Diego Chapter—99's.



#55

PILOT: **FRAN SALLES**, Baton Rouge, Louisiana
 RATINGS: Commercial, SEL, 230 hours
 AIRPLANE: Champion Citabria 7GCAA 150 h.p.
 SPONSORS: Plane by Darling Studio; Esso Standard Oil; Juanita of Allen & Rex; Howard Johnsons; Jay; Downtown Pilots & South Louisiana 99's; Chic Boutique, Baton Rouge; Campbell Aviation, Vivian, Louisiana

Fran is flying her first TAR. Her pilot husband, Emile, got his license in 1952 and this has been a flying team ever since. They have made many trips to Mexico. Her husband started Fran on her instructor's rating but then bought the Citabria for this race, taught her to fly it and now she has entered her first Derby. The Salles have two children and two grandchildren. Memberships: CAP, NAC, Baton Rouge Pilots Ass'n., LSU Alumni, Professional Photographers Ass'n., Amer. Society of Photographers, South Louisiana Chapter—99's.



Contestants



#56

PILOT (R): LOIS FEIGENBAUM, Carbondale, Illinois
RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 2000 hrs.
CO-PILOT (L): SUE LONG, St. Louis, Missouri
RATINGS: Private, SMEL, 200 hours
AIRPLANE: Piper Arrow PA 28R 200 h.p.
SPONSOR: Mattel, Inc., Hawthorne, California

This mother-daughter team is piloted by Lois, flying in her second TAR. She taught Sue to fly. Her husband, Robert, is a pilot and they have two other children. Lois has been a stop-chairman for several Powder Puff Derbies and served the Ninety-Nines as International Teller and International Headquarters Chairman. Memberships: St. Louis Civic Ballet, Cape Girardeau Area Chapter—99's.

This is Sue's first TAR, and since mother taught her to fly she has great faith in the ability of this team. Her husband, Lee, is not a pilot but an ardent roofer. Sue does volunteer work for the Shriner's Crippled Children's Hospital. Memberships: American Red Cross, St. Louis Symphony Society, Cape Girardeau Area Chapter—99's.

#57

PILOT (L): BETTE MURRELL, Wichita, Kansas
RATINGS: Commercial, SEL, 300 hours
CO-PILOT (R): NORMA TURNER, Wichita, Kansas
RATINGS: Private, SEL, 1100 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSOR: Murrell Tool Service Inc., Wichita, Kansas

This is the second TAR for Bette. She has been flying since 1969 and works as a bookkeeper for Lampton Welding Supply. Her husband, Paul, is a pilot and they have one son. They are building a Star Duster II airplane. Memberships: AOPA, EAA, Kansas Chapter—99's.

Norma is flying her first TAR. She has been flying since 1958 and flies a Cherokee for pleasure. Her husband, Marshall, is a pilot and they have two married sons and eight grandchildren. Memberships: AOPA, EAA, Kansas Chapter—99's.



#58

PILOT (R): LORETTA JONES, Independence, Missouri
RATINGS: Commercial, Flight Instructor, SMEL, Ground Instructor, 700 hours
CO-PILOT (L): ERLENE LOWE, Blue Springs, Missouri
RATINGS: Private, SEL, 100 hours
AIRPLANE: Piper Arrow PA 28 R 180 h.p.
SPONSOR: Blue Springs Bank, Missouri

Loretta is flying her first TAR. Her husband, Garnett, taught her to fly and Loretta does some free-lance ground and flight instruction. The Jones have one child. Memberships: NPA, WNAA, Missouri Pilots Ass'n., Kansas Chapter—99's.

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



#59

PILOT (L): JEAN LENNERTSON, St. Louis, Missouri
RATINGS: Commercial, SEL, 435 hours
CO-PILOT (R): ROSEMARY ROTH, St. Charles, Missouri
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SEL, Ground Instructor, 600 hours
AIRPLANE: Cessna Skyhawk 172 150 h.p.

This first TAR team is piloted by Jean. She is employed as an accountant for Lennertson & Co. She placed first in the 1970 Michigan SMALL Race and the Fairlady race. Her husband, Richard, is a pilot and they have two children. Memberships: AOPA, NPA, Missouri Pilots Ass'n., Greater St. Louis Chapter—99's.

Rosemary is a flight instructor at Yankee Flyers, Inc. Her husband, Gene, is an airline captain with Ozark and they have one four year youngster. Memberships: Greater St. Louis Chapter—99's.





#60

PILOT (L): **AUDREY L. BAIRD**, Dickinson, North Dakota
 RATINGS: Commercial, Instrument, SELS, 996 hours
 CO-PILOT (R): **GENEVA OLESON**, Dickinson, North Dakota
 RATINGS: Private, SEL 337 hours
 AIRPLANE: Cessna Skylane 182 230 h.p.

Audrey is flying her first TAR. She is President of Dickinson Abstracting Co. and has three sons and one daughter. So far, she is the only pilot in the family but her children do share her enthusiasm for this race. Memberships: AOPA, North Dakota Chapter—99's.

Geneva is flying her first TAR and is employed in swimming pool sales. She has three daughters and one grandchild. She is the only pilot in her family. Memberships: North Dakota Chapter—99's.

#61

PILOT (R): **HELEN SHROPSHIRE**, Pacific Grove, California
 RATINGS: Commercial, Instrument, SMEL, 1405 hours
 CO-PILOT (L): **MARDO CRANE**, Cupertino, California
 RATINGS: Commercial, SMEL, 2100 hours
 AIRPLANE: Piper Comanche PA 24 180 h.p.
 SPONSORS: Dexter Aircraft Sales, Inc., Pebble Beach; Del Monte Aviation, Inc., Monterey; Woman's Civic Club of Pacific Grove; Pacific Grove Feast of Lanterns, California

Helen is flying her fifth TAR but takes time out from her flying activities to raise Ninety-Nine's funds for the 1972 Powder Puff Derby and the Board thanks her for the hard work. She is a company pilot and film editor for her husband's firm. Frank is a pilot and they have flown to Central America, Bahamas and all the 48. Memberships: Monterey Bay Chapter—99's.

Mardo is flying her third TAR but is not new to the Powder Puff Derby, having been its founder in 1947 and chairman through to 1952. She is an active aviation writer and has written a book on the POWDER PUFF DERBY—"Ladies! Rev Up Your Engines!". Memberships: AOPA, WASP, Theta Sigma Phi, Santa Clara Chapter—99's.



#62

PILOT: **PAULINE GOSLOVICH**, Santa Rosa, California
 RATINGS: Commercial, SMEL, 300 hours
 AIRPLANE: Piper Cherokee PA 28 180 h.p.

Pauline is flying her first TAR. She started flying in 1967 and went on for her advanced ratings. She is a teacher in the first grade in the Santa Rosa City Schools. She has done part-time work at Let's Fly, Inc. and is an official Sonoma County Airport hostess. Memberships: Redwood Empire Chapter—99's.

#63

PILOT (L): **MARION P. JAYNE**, Palatine, Illinois
 RATINGS: ATR, Instrument, Flight Instructor, SMEL, 1400 hours
 CO-PILOT (R): **MIMI W. STITT**, Palatine, Illinois
 RATINGS: Private, SEL, 75 hours
 AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
 SPONSOR: Speed Queen, Ripon, Wisconsin

Marion is flying her fourth TAR. She was a co-winner in the 1970 Angel Derby and winner of the Indiana Fairladies Race. When not in the air, Marion is a professional horsewoman. She has four children. Memberships: AOPA, Chicago Chapter—99's.

This is the first TAR for Mimi. Her husband is not a pilot but joins their three children in wishing TAR #63 good racing. As a family, they enjoy golfing, hunting and horse breeding.



Contestants



#64

PILOT (L): **MARIAN E. BANKS**, San Diego, California
 RATINGS: Commercial, Instrument, Instrument Flight Instructor, SMEL, 1923 hours
 CO-PILOT (R): **DOTTIE SANDERS**, Santee, California
 AIRPLANE: Piper Comanche PA 24 260 h.p.
 SPONSORS: Royal Inns of America, Inc.; Jolly King Restaurants, San Diego, California

This is the sixteenth TAR for Marian and she has placed in three. She is a real estate saleswoman for Empire Realty. Her husband, Dr. Gerald Banks, is also 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, NAC, NAA, NPA, WACOA, San Diego Chapter—99's.

Dottie is also flying her sixteenth TAR. She was taught to fly by her husband, Bob. Bob was a great help to the race in many capacities over the years and we all miss him. Dottie is an escrow officer for La Mesa Lemon Grove. Memberships: AOPA, El Cajon Valley Chapter—99's.

#65

PILOT (L): **SAMMY McKAY**, Grand Blanc, Michigan
 RATINGS: Commercial, SEL, 1250 hours
 CO-PILOT (R): **JUDY WAGNER**, Manhattan Beach, California
 RATINGS: Commercial, SELS, Instrument, 3800 hours
 AIRPLANE: Cessna 210B 260 h.p.
 SPONSOR: "Dear Old Dad", Superior Pontiac Cadillac, Flint, Michigan

Sammy is flying her fourteenth TAR. Her husband, George, is not a pilot but insisted that Sammy learn to fly and "gave me what for every morning and sent me to the airport." Bea Steadman, a former Ninety-Nine President, was her instructor. As for number of jumps, "getting out on the struts doesn't count?" You're right! It doesn't! The McKays have one son. Her sister, Winnie DuPerow, is flying TAR #113. Memberships: AOPA, NAC, Michigan Chapter—99's.

Judy is flying her seventh TAR. She has been first, second, third and seventh in her previous six races. She started flying in 1957 and entered her first Derby in 1962. She is a pylon racer and has won many awards. Her husband, Ellis, is a pilot and aural surgeon. They fly to ski resorts and have been on big game hunts in Africa. Memberships: AOPA, NAA, PRPA.



#66

PILOT (R): **TANYA THORNTON**, Dallas, Texas
 RATINGS: Commercial, Instrument, SEL, Ground Instructor, 360 hours
 CO-PILOT (L): **DOROTHY WARREN**, Dallas, Texas
 RATINGS: Commercial, Instrument, SMEL, Ground Instructor, 2100 hrs.
 AIRPLANE: Piper Cherokee PA 28 180 h.p.
 SPONSORS: Sharp Electronics Corporation, La Grange, Illinois; Cockrell-Riggins Co., Dallas, Texas

Tanya is flying her first TAR. She is self-employed as a builder's decorator. Her husband, Clyde, is not a pilot but with their three children will watch the progress of this plane in the race. Memberships: Dallas Chapter—99's.

Dorothy is flying her fourth TAR and received all her flight instruction and ratings from her pilot husband, Charles. She is a Link and Instrument Ground School instructor and co-owner of Precisions Flight Navigation Co. The Warrens have one son. Dorothy has 10 hours in a Lear Jet. Memberships: AOPA, NPA, Zonta, Dallas Chapter—99's and Governor of the South Central Section of the 99's.

#67

PILOT (L): **NANCY M. FISHER**, Oak Ridge, Tennessee
 RATINGS: Private, Instrument, 300 hours
 CO-PILOT (R): **JUDY C. BROWN**, Knoxville, Tennessee
 RATINGS: Private, 150 hours
 AIRPLANE: Cessna Skylane 182 K 230 h.p.
 SPONSOR: WNOX Radio, Knoxville, Tennessee

This is Nancy's first TAR, and she is employed as an English professor at Knoxville College. She and her husband, Bill, learned to fly together about four years ago. Their two children mastered their bicycles the same time Nancy mastered the 150. The children love to fly but use instruments since they can't see over the dash board. The family makes many camping trips. Memberships: Tennessee Chapter—99's.

Judy is flying her first TAR and is an English instructor at the University of Tennessee. She learned to fly with Guy Jones, a barnstorming pilot who had soloed in 1925. He is still active in flying and his love of it carried over to Judy. She met her pilot husband, Bob, at an airport, and they fly as often as possible on week-ends. She considers the Derby the highlight of her flying career. Memberships: Tennessee Chapter—99's.





#68

PILOT (L): **ALICE ROBERTS**, Phoenix, Arizona
 RATINGS: Commercial, Instrument, SEL, 2250 hours
 CO-PILOT (R): **MARY VIAL**, Phoenix, Arizona
 RATINGS: Commercial, Instrument, SEL, 1250 hours
 AIRPLANE: Beechcraft Bonanza S35 285 h.p.
 SPONSOR: The Trane Company; Ramada Inns, Phoenix, Arizona

Alice is flying her sixth TAR, and she has placed in several of them. She is an executive with Roberts Air Conditioning, owned by her pilot husband, Charles. They have two children and five grandchildren. Alice is a former Ninety-Nine International President and is very active within the organization. Memberships: Phoenix Chapter—99's.

Mary is flying her fifth TAR and she has flown in many other 99 races. Her husband, George, is a pilot and they have four children and three grandchildren. Memberships: AOPA, CAP, Phoenix Chapter—99's.

#69

PILOT (R): **KATHLEEN WOOD**, Sullivan, Illinois
 RATINGS: Commercial, Instrument, SMEL, 658 hours
 CO-PILOT (L): **CLARISSA (DEED) HOLCOMB**, Marissa, Illinois
 RATINGS: Private, Instrument, SEL, Ground Instructor, 600 hours
 AIRPLANE: Mooney Executive M20F 200 h.p.

Kathleen is flying her first TAR and she was taught her instrument work by her pilot husband, Jean. Together they run Wood Aviation in Sullivan. They have two children. Memberships: Central Illinois Chapter—99's.

Deed is flying her second TAR, the last time was in 1955. Her husband, Max, is a pilot and the family flies for pleasure. Memberships: AOPA, FFA, Central Illinois Chapter—99's.



#70

PILOT (L): **RUTH E. CROWELL**, Enfield, Connecticut
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, Ground Instructor
 CO-PILOT (R): **PAT ARNOLD**, Newington, Connecticut
 RATINGS: Commercial, Instrument, Flight Instructor, SMEL, Commercial/Instructor Helicopter
 AIRPLANE: Piper Comanche PA 24 260 h.p.

Ruth is flying her first TAR and has been flying for six years. She is working towards her ATR. She is employed as a flight instructor at Air Kaman Flight School, Windsor Locks, Ct. She has one child. Memberships: AOPA, NAA, Connecticut Chapter—99's.

Pat, flying her fifteenth TAR, has been a pilot since 1949. She has placed in the PPD and won the IAR and placed in several other races. She is Director of Connecticut's National Organization for Women. Memberships: AHS, NPA, Whirly Girls.



#71

PILOT (L): **MONA M. BUDDING**, Auburndale, Massachusetts
 RATINGS: Commercial, Instrument, SMELS, Private Helicopter, 800 hours
 CO-PILOT (R): **KATHY W. CASTON**, Longview, Texas
 RATINGS: ATR, Flight/Instrument Flight Instructor, SMEL, Private Glider, Ground Instructor, 1600 hours
 AIRCRAFT: Piper Comanche PA 24 260 h.p.

Mona is flying her third TAR. Her husband, Malcolm, is not a pilot but with their daughter the family has made many trips to Mexico, Canada and the Bahamas. Memberships: AOPA, NAPA, Whirly Girls, Eastern New England Chapter—99's.

Kathy is flying her third TAR. Her lawyer husband, L. P. Caston, is not a pilot but this family also flies pleasure trips which include their two children. Kathy instructs at AOPA clinics and is an FAA Safety Counselor. Memberships: AOPA, CAP, NPA, NAFI, Shreveport Chapter—99's.



Contestants



#72

PILOT (R): **BILLIE JOYCE WYCHE**, Pearland, Texas
RATINGS: Commercial, Instrument, Flight Instructor, SELS, Ground Instructor, 3200 hours

CO-PILOT (L): **LORENE POLLOCK**, Grapevine, Texas

RATINGS: Private, SEL, 770 hours

AIRPLANE: Mooney Super M20E 200 h.p.

SPONSOR: Noltz J. Theriot, Inc., Golden Meadow, Louisiana

Billie is flying her first TAR and was taught to fly by her pilot husband, Robert. She is employed as a flight and instrument ground instructor at Tarcc Aviation. Billie was a former country singer but gave up the guitar for wings. The Wyche's have three daughters. Memberships: AOPA, EAA, Houston Chapter—99's.

Lorene is flying her first TAR. Her pilot husband, Charles, loved planes so much that it eventually wore off on to Lorene. She even loves aerobatics and ferries planes whenever the opportunity arises. The Pollock's have one child. Memberships: AOPA.

#73

PILOT (L): **ESTHER P. WRIGHT**, Thomasville, Georgia

RATINGS: Commercial, Instrument, Flight Instructor, SEL, 1400 hours

CO-PILOT (R): **ANNE WAGONER**, Memphis, Tennessee

RATINGS: Private, SEL, 55 hours

AIRPLANE: Cessna Skylane 182 230 h.p.

SPONSOR: Holiday Inns, Memphis, Tennessee

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

This is Anne's first TAR. She has flown to two of the Powder Puff Derby starts in the Holiday Inn plane and this really roused her interest. She is Information Director for International Association of Holiday Inns. Her husband, Jack, is not a pilot. They have three children. Memberships: Tennessee Chapter—99's.



#74

PILOT (R): **VIRGINIA P. WENTZEL**, Norwich, New York

RATINGS: Commercial, SEL, 951 hours

CO-PILOT (L): **SHIRLEY JEAN DINGMAN**, Utica, New York

RATINGS: Commercial, Instrument, SEL, Ground Instructor, 313 hours

AIRPLANE: Piper Cherokee PA 28 160 h.p.

Virginia is flying her first TAR. She has been a pilot since 1955 but was financially grounded until 1964. To earn money for her flying she went to work as an employment counselor for New York State. Virginia has two married daughters and one grandchild. Memberships: AOPA, Hudson Valley Chapter—99's.

Shirley is also flying her first TAR. She is a teacher for the sixth grade in New Hartford Central School in New York State. Her instrument rating came in handy, for just after receiving this rating she ran into weather and put it to good use. Memberships: AOPA, Hudson Valley Chapter—99's.

#75

PILOT (L): **BETTY W. McNABB**, Panama City, Florida

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, Commercial Glider, 4800 hours

CO-PILOT (R): **SHIRLEY NESMITH**, Coolidge, Georgia

RATINGS: Private, SEL, 200 hours

AIRPLANE: Cessna 177RG 200 h.p.

SPONSOR: Mac's Flying Service, Eufaula, Alabama

Betty is flying her third TAR. She is the International President of the Ninety-Nines and flying to chapters and sections doesn't give her much time for her work. She is a Records Director at Phoebe Putney Hosp., a Mach Buster, CAP member of the year, author, speaker, columnist, etc. Her husband, Harold, is not a pilot but is an ardent supporter of her flying. Memberships: AOPA, CAP, NAA, NPA, Women's Advisory Committee on Aviation, NAFI, Georgia Chapter—99's.

Shirley is a brand new TAR and a brand new pilot. She was taught to fly by her cousin. Memberships: Georgia Chapter—99's.





#76

PILOT (R): EMMA MCGUIRE, Santa Monica, California
RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 4000 hrs.
CO-PILOT (L): JEAN SCHIFFMANN, Palos Verdes Estates, California
RATINGS: Commercial, SEL, 760 hours
AIRPLANE: Cessna Skylane 182 K 230 h.p.
SPONSORS: Fireside Markets, Santa Monica; Village Market, Palm Desert; "7" Eleven, Coast to Coast, California

This is the eleventh 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 third TAR. She has been flying since 1950, worked for CAA and Air Traffic Control. Her husband, Pat, is a pilot and they have four sons. Memberships: AAA, NPA, Long Beach Chapter—99's.

#77

PILOT (L): ESTHER GRUPENHAGEN, Anaheim, California
RATINGS: Commercial, Flight Instructor, SELS, Ground Instructor, 700 hours
CO-PILOT (R): MARGARET WILSON, Corona, California
RATINGS: Private, SEL, 225 hours
AIRPLANE: Mooney Chaparral, M20E 200 h.p.
SPONSORS: Aviation Facilities, Inc., Fullerton; Task Corp., Anaheim, California

This is Esther's second TAR. She started flying in 1962 and managed to gain her ratings in between three sons arriving on the scene. Her husband, H. Max, is also a pilot. Esther is a flight and ground instructor at Aviation Facilities. Memberships: NAA, Orange County Chapter—99's.

Margaret is flying her first TAR. She started to fly in 1962 and took an aerobatic course in 1968. She is employed as a lab technician at Ged-Exeta Laboratories. Memberships: AOPA, CAP, American Tiger Club, Orange County Chapter—99's.



#78

PILOT: JANICE R. HEINS, Lincoln, Nebraska
RATINGS: Commercial, Instrument, SEL, 1000 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Weaver Potato Chip Co., Lincoln, Nebraska

This is the second TAR for Janice who has a lovely employment—"Queen of her own domain." Her doctor husband, Bob, is not a pilot but joins their four children in wishing mother good tail-winds in this race. Memberships: AOPA, Nebraska Chapter—99's.

#79

PILOT (R): SHIRLEY MILLER, Stockton, California
RATINGS: Commercial, Instrument, 475 hours
CO-PILOT (L): ELMA LEE ROESCH, Stockton, California
RATINGS: Private, SEL, 91 hours
AIRPLANE: Beechcraft Musketeer A23-24 200 h.p.

Shirley is flying her second TAR, her last one was back in 1958. She is co-pilot with her husband, Gary, and runs errands for him, and also flies with their three children. She helps the Chamber of Commerce when in need of a quick trip or aerial search. Memberships: Stockton Aeronautical Ass'n., San Joaquin Valley Chapter—99's.

Lee, flying her first TAR, has flown with her husband, Francis, for 30 years but her first desire to become a pilot resulted from a 99's fly-in with Shirley. She is a food clerk with Safeway. The Roesch's have one son. Memberships: Stockton Aeronautical Ass'n., San Joaquin Valley Chapter—99's.



Contestants



#80

PILOT (R): **MARY STEWART RELFE**, Montgomery, Alabama

RATINGS: Commercial, Instrument, SMEL, 410 hours

CO-PILOT (L): **SUE RIDDLE ROBINSON**, Alexander City, Alabama

RATINGS: Private, SMEL, 87 hours

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

SPONSORS: Dr. C. B. Relfe, Montgomery; Robinson Foundry Inc., Alexander City, Alabama

Mary is flying her first TAR. She started to fly in July 1970 and she certainly has piled up ratings and time since then. She is self-employed in Business Real Estate. Her husband, Conyers, is not a pilot. They have one child. Mary flies the family from coast to coast for pleasure and to medical meetings. Memberships: AOPA, CAP, NAA, NPA, Alabama Chapter—99's.

Sue is also flying her first TAR. Her husband is Vice President of Robinson Foundry and they have two sons. Memberships: AOPA, Alabama Chapter—99's.

#81

PILOT (L): **PHYLLIS N. CANTRELL**, Santa Rosa, California

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, 5000 hours

CO-PILOT (R): **MARILYN J. LaBAR**, Santa Rosa, California

RATINGS: Commercial, SEL, Ground Instructor, 300 hours

AIRPLANE: Piper Cherokee PA 28 235 h.p.

This is the fifth TAR for Phyllis and she has placed in three of them. She got her private license in 1946 and has been instructing as chief flight instructor and charter pilot for Let's Fly, Inc. Her husband, Rex, is a pilot and three of their four children are pilots, and they were taught by Phyllis. She is very interested in Experimental aircraft and owns a Pitt Special. Memberships: AOPA, EAA, Redwood Empire Chapter—99's.

Marilyn is flying her first TAR. She is a teacher at the Santa Rosa City Schools. Her pilot husband, Leslie, instructed her for her instrument rating. She met her husband when getting her check ride for her private license. Memberships: Redwood Empire Chapter—99's.



#82

PILOT (L): **MARY AIKINS**, Wichita, Kansas

RATINGS: ATR, Instrument, Flight/Instrument Flight Instructor, SMEL, Private Glider, 2500 hours

CO-PILOT (R): **SHERRY LYNN RICE**, Wichita, Kansas

RATINGS: Commercial, SEL, 165 hours

AIRPLANE: Cessna Cardinal RG 177 200 h.p.

Mary is flying her fifth TAR. She was co-pilot for the winning plane in 1964 and 1965. She is manager and flight instructor at Redwing Aviation. Her husband, Charles, is a pilot and they have three children. Mary has flown several shows in her Pitt Special, and has won many Aerobatic competitions. Memberships: AAA, AOPA, EAA, SSA, Kansas Chapter—99's.

Sherry is flying her first TAR and was soloed by Mary. The flying bug got to her and she is now working on furthering her experience and ratings.

#83

PILOT (R): **LOIS SHAFER**, St. Jacob, Illinois

RATINGS: Commercial, Instrument, SMEL, 1725 hours

CO-PILOT (L): **AMY E. LAWS**, St. Louis, Missouri

RATINGS: Commercial, SEL, 550 hours

AIRPLANE: Mooney Ranger M20C 180 h.p.

SPONSORS: Bud Pohlman, Maryland Heights, Missouri; Louis Dieu, Collinsville, Illinois

This is the second TAR for Lois who has been flying for seven years. She is a company pilot for one of the team's sponsors, R. L. Pohlman Co. Her husband, Edward, is a pilot and they have four children, and all their names start with "m." Memberships: St. Louis Chapter—99's.

Amy is also flying her second TAR. She is a free-lance writer for "Wing Tips" and is owner and vice-president with her pilot husband, Jack, of Laws Rental Co. They have three children and one grandchild. Memberships: Missouri Pilots Aero Club, St. Louis Chapter—99's.





#84

PILOT (R): **BEBE RAGAZ**, Marion, North Carolina
 RATINGS: Commercial, SEL, 550 hours
 CO-PILOT (L): **KATHY RAGAZ**, Marion, North Carolina
 RATINGS: Private, SEL, 75 hours
 AIRPLANE: Cessna Cardinal RG 177 200 h.p.
 SPONSOR: Cannon Aviation, Inc., Hickory, North Carolina

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

Kathy is flying her first TAR and is one of the younger generation who has faith in the "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.

#85

PILOT (R): **INGRID HEINZ**, Johannesburg, South Africa
 RATINGS: Commercial, Flight Instructor, SELS, 1000 hours
 CO-PILOT (L): **VALERIE HUMPHREYS**, Johannesburg, South Africa
 RATINGS: Private, SEL, 300 hours
 AIRPLANE: Piper Cherokee PA 28 180 h.p.

Ingrid comes to us from South Africa to fly her second TAR. She is a registered nurse and private secretary. She taught her son flying up to his solo stage. We are delighted she could come back to the Derby for a second time. Memberships: South African Section—99's.

Valerie is flying her first TAR. She is a Research Chemist. The Humphrey's have one son. Her husband, Kenneth, is interested in sports car racing and Valerie flies over many areas looking for good try-out roads and good racing roads. Much of her flying time was gotten on Long Island during the family stay in the U.S. Memberships: South African Chapter—99's.



#86

PILOT: **TRINA ADELA JARISH**, Manhattan Beach, California
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, One Jump, 1000 hours
 AIRPLANE: Piper Comanche PA 24 260 h.p.
 SPONSORS: Cromwell Steak House, Cromwell, Connecticut; Rescuair Corp., Canoga Park, California

Trina is flying her fourth TAR and she was third in 1970. She has been third and fourth in the Angel Derby, second and fourth in the AWNEAR and second in the Michigan SMALL Race. She is a free-lance flight instructor. Memberships: AOPA, NAA, Connecticut Chapter—99's.

#87

PILOT (L): **GENE FITZPATRICK**, Miraleste, California
 RATINGS: Commercial, Instrument, Flight Instructor, SEL, 1300 hours
 CO-PILOT (R): **KATHLEEN FITZPATRICK**, Miraleste, California
 RATINGS: Private, SEL, 200 hours
 AIRPLANE: Piper Comanche PA 24 250 h.p.
 SPONSORS: Camall Trucking, Lynwood; R. B. Furniture Co., Gardena, California

Gene is flying her fourth TAR with her daughter as co-pilot. She is a flight instructor at Rose Aviation and was a WASP during WWII. Her husband, Jim, is not a pilot nor is son, Mike, as yet. Memberships: AOPA, NAA, WASP, Professional Flight Instructors, Long Beach Chapter—99's.

This is Kathleen's third TAR, again as her mother's co-pilot. She was given her flight instruction by Gene. She works in the office of Rose Aviation. She has flown in the Pacific Coast Intercollegiate Flying Ass'n., and the NIFA. Memberships: Alpha Eta Rho Flying College Sorority, Long Beach Chapter—99's.



Contestants



#89

PILOT (L): CHARLOTTE K. GRAHAM, Phoenix, Arizona
RATINGS: Commercial, Instrument, SMELS, Commercial Helicopter,
 4000 hours

CO-PILOT (R): CHRISTINE L. WINZER, Columbus, Ohio
RATINGS: ATR, Flight/Instrument Flight Instructor, SMELS, 3850 hours
AIRPLANE: Cessna Centurion 210 285 h.p.
SPONSORS: Scottsdale Aviation, Rodeway Inns of American,
 Phoenix, Arizona

Charlotte is flying her third TAR and was taught to fly by an airline pilot when she was a stewardess. She is an executive/sales/pilot for Milt Graham Dist. Co., owned by her pilot husband, Milton, a former mayor of Phoenix. Charlotte came from New England and was active in aviation there and made many "firsts." The Graham's have two children. Memberships: AFA, AHS, AOPA, NAA, NPA, Whirly Girls, Phoenix Chapter—99's.

Chris is flying her second TAR, the last time was back in '61. She is a supervisor for the adult flight training program at Ohio State University. Both her children are pilots, the daughter was taught by Chris. She was a winner of the AE Scholarship Award. Memberships: AOPA, EAA, NPA, Zonta, All-Ohio Chapter—99's.



#91

PILOT (R): ROSALIE H. BURCHETT, Bethel, Ohio
RATINGS: Commercial, SEL, Ground Instructor, 220 hours
CO-PILOT (L): CONSUELO Z. HUFFMAN, Cincinnati, Ohio
RATINGS: Private, SEL, 110 hours
AIRPLANE: Cessna Skyhawk 172 L 150 h.p.
SPONSORS: Grant Park Realtors & Community Improvement Programs;
 Sporty's Pilot Shop, Cincinnati; Clermont County Aviation, Inc.,
 Batavia; The Brewer Company, Newtown, Ohio

Rosalie is flying her first TAR and is a pilot and secretary at Clermont Co. Aviation where her pilot husband, Randolph, is a fixed base operator. Instruction? "My patient husband taught me." The Burchett's have two children. Memberships: CAP, NAA, Clermont Co. Pilots Ass'n., Women's Aviation Ass'n., of Cincinnati, All-Ohio Chapter—99's.

Consuelo is flying her first TAR and is a Learning Disabilities Teacher in Cincinnati. She has one daughter, Jamie Alice. Her interest in flying dates back to her dad's affiliation with CAA. Memberships: Women's Aviation Ass'n. of Cincinnati, Greater Cincinnati Airmen's Club, Flying Neutrons, All-Ohio Chapter—99's.

#88

PILOT (L): CAROLINE N. "CONNIE" LUHTA, Painesville, Ohio
RATINGS: Commercial, Instrument, SMELS, Ground Instructor,
 1075 hours
CO-PILOT (R): PATRICIA E. COLLIER, Bellville, Ohio
RATINGS: Commercial, SMEL, 504 hours
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: Concord Airpark; Adolph J. Luhta Construction Co.,
 Painesville; Collier Aero Products Co., Mansfield, Ohio

This is the sixth TAR for Connie who flew the 1970 Derby when seven months pregnant. Nothing stops these women pilots. She is chief ground instructor at Painesville Flying Service where her husband, Adolph, is the fixed base operator. Oh yes . . . that baby turned out to be a daughter—a future Powder Puffer. Memberships: CAP, American Meteorological Society, All-Ohio Chapter—99's.

This will be Pat's eighth TAR. She is a hosiery buyer for J. L. Reed Co. Her husband, Myron, is a pilot and they have one daughter. Memberships: All-Ohio Chapter—99's.



#90

PILOT (L): MAYBELLE FLETCHER, Houston, Texas
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor,
 SMELS, 5000 hours
CO-PILOT (R): MARY BYERS, Deer Park, Texas
RATINGS: Private, SEL, 300 hours
AIRPLANE: Cessna Centurion 210 H 285 h.p.
SPONSORS: C. C. Holt, Houston; Arthur L. Byers, Deer Park, Texas

This is the fourth TAR for Maybelle who started flying in 1941 and operated her own flying service in Virginia until 1950. She has instructed, ferried, crop dusted, you name it. 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 first TAR. Her husband, Arthur (Buddy) has been flying for twenty years and started Mary flying as a hobby. It caught on. They have two children and three grandchildren. Memberships: AOPA, NPA, WNAA, PCP, Texas State Aviation, Houston Chapter—99's.





#92

PILOT (R): **BETTY KIRK FRITTS**, Houston, Texas
 RATINGS: Commercial, Instrument, SEL, 400 hours
 CO-PILOT (L): **MARGIE HUTCHINSON**, Houston, Texas
 RATINGS: Private, SEL, 90 hours
 AIRPLANE: Cessna Skylane 182N 230 h.p.
 SPONSOR: Hutchinson Carpets, Houston, Texas

Betty is flying her first TAR and is an Information Technologist with Shell Oil Co. She and her pilot husband, Charles, learned to fly at the same time. Betty is a newcomer to racing. Memberships: Houston Chapter—99's.

Margie is also flying her first TAR. She is self-employed—that is with husband, Marvin, at the team's sponsoring firm, Hutchinson Carpets. Her husband is not a pilot. They have two children. Memberships: Houston Chapter—99's.

#93

PILOT (L): **MARGARET DAVIDSON**, North Haven, Connecticut
 RATINGS: Commercial, Instrument, SEL, 848 hours
 CO-PILOT (R): **PAT WILSON**, Bedminster, New Jersey
 RATINGS: Commercial, SELS, 500 hours
 AIRPLANE: Cessna 205 260 h.p.

Peg, as she is best known, is flying her first TAR but she knows all about the Derby, having been working as secretary for AWTAR for four years. Her husband, Donald, is a pilot and they have four children. Peg has held all chapter offices in the Connecticut Chapter of the 99's and all the New England Section offices. Other memberships: AOPA, Conn. Women's Flying Club.

This is the third TAR for Pat. She served on the AWTAR Board for four years and has been a Chief Timer and Chief Judge for the race. Her husband, Fred, is a pilot. Pat and Peg placed fourth in the recent AWNEAR. Memberships: Greater New York Chapter—99's.



#94

PILOT (R): **NANCY M. (PAT) FAIRBANKS**, Cincinnati, Ohio
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, Private Glider, Ground Instructor, 3100 hours
 CO-PILOT (L): **MARY ANN HALMI**, Cincinnati, Ohio
 RATINGS: Private, SMEL, 350 hours
 AIRPLANE: Mooney Statesman M20G 180 h.p.
 SPONSORS: Queen City Chevrolet, Charles E. Johnson, Cincinnati, Ohio

Pat is flying her sixth TAR and she is the chief flight instructor at Cardinal Air Training, Lunken Airport. Her husband, Don, is a pilot and taught Pat to fly. They have three children and two grandchildren. Memberships: AOPA, CAP, EAA, NAA, NATA, NPA, OES, All-Ohio Chapter—99's.

Mary is flying her second TAR. She was taught to fly by her pilot husband, Nick, president of Queen City Chevrolet. They have three children. Memberships: AOPA.



#95

PILOT (R): **VERA ARNOLD**, San Jose, California
 RATINGS: Commercial, Instrument, SEL, 402 hours
 CO-PILOT (L): **LAYNE C. HACKETT**, San Jose, California
 RATINGS: Commercial, Instrument, Instrument Flight Instructor, SMEL, 615 hours
 AIRPLANE: Cessna Skylane 182 230 h.p.
 SPONSORS: Friends

This is the first TAR for Vera who flies drug samples for the Direct Relief Foundation. Her husband, Sidney, is a pilot and they have two children and five grandchildren—a good rooting section for this team. Memberships: AOPA, Santa Clara Valley Chapter—99's.

Layne is flying her second TAR. She is a physical education consultant in the Santa Clara County Office of Education and flies her Beech Debonair to teach extension classes. Memberships: AOPA, Boonville Airman's Ass'n., Santa Clara Valley Chapter—99's.



Contestants



#96

PILOT (R): CHARLOTTE E. PARKER, Wichita, Kansas
RATINGS: Commercial, Flight Instructor, SEL, 1300 hours
CO-PILOT (L): ROBERTA ELEANOR KNOTT, Wichita, Kansas
RATINGS: Private, SEL, 425 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.

Charlotte is flying her second TAR and is a partner at Well-Air Flying Service. Her husband, Gerald, is a pilot and they have two children. Memberships: AOPA, NAA, Kansas Chapter—99's.

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

#97

PILOT (R): MARIAN BURKE, San Antonio, Texas
RATINGS: FAA Examiner, ATR, Commercial, Instrument, Flight/
 Instrument Flight Instructor, SMEL, Ground Instructor, 9000 hours
CO-PILOT (L): RUTH HILDEBRAND, Houston, Texas
RATINGS: Private, Instrument, SEL, 482 hours
AIRPLANE: Piper Cherokee PA 28 150 h.p.
SPONSORS: Burke Aviation, San Antonio; Classy Canine Cuts,
 Houston; Animal Care Center, Houston, Texas

Marian is flying her eleventh TAR and she has placed in six of them. She is owner-operator of Burke Aviation and has been flying since 1946. She has flown in both Central and South America. Her son, Johnny, is an instructor at Burke Aviation. Marian has flown in several Angel Derbies and placed well in all of them. Memberships: AOPA, Women's Advisory Committee on Aviation, TSAA, San Antonio Chapter—99's.

Ruth is flying her second TAR. She is owner/manager of four grooming salons called Classy Canine Cuts. Her husband, Dr. Thomas G. Hildebrand, a veterinarian, is a pilot and they have two sons. Memberships: TSAA, AOPA, FFA, Houston Chapter—99's.



#98

PILOT (R): MARJORIE E. BRYANT, Cornwells Heights, Pennsylvania
RATINGS: Commercial, Flight Instructor, SEL, 4200 hours
CO-PILOT (L): DOROTHY ROMAINE MILLER, Graterford, Pennsylvania
RATINGS: Private, SEL, 233 hours
AIRPLANE: Cessna 177 RG 200 h.p.
SPONSOR: Pennridge Pilots Association, Perkasie, Pennsylvania

This is the first TAR for Marjorie who has been flying for five years. She is chief flight instructor and charter pilot for Bryant Aviation Inc. where her non-pilot husband, Jack, is the fixed base operator. They have three children and one grandchild. Marjorie is teaching her two sons to fly and she has been an AWTA inspector of aircraft for three years. Memberships: AOPA, FFA, NAP, Soroptimist of Perkasie, Eastern Pennsylvania Chapter—99's.

This is the first TAR for Dorothy. She is a former airline stewardess. Her husband, Harry, is a pilot and they make many trips in their Cessna 150. Memberships: AOPA, American Airlines Retired Stewardess Organization, Pennridge Pilots Ass'n., R.N. of N.J., Eastern Pennsylvania Chapter—99's.



#99

PILOT (R): NINA NOEL ROOKAIRD, Concord, California
RATINGS: Commercial, SEL, 470 hours
CO-PILOT (L): ANITA CONLEY WOREL, Vallejo, California
RATINGS: Commercial, SEL, 768 hours
AIRPLANE: Cessna Skyhawk 172 E 145 h.p.

This is the third TAR for Nina who is employed as a teacher in American Government and Ground School in the Pinole Valley High School. Her husband, Richard, is a pilot and they have one child and three grandchildren. Memberships: AOPA, NAA, NPA, NAEC, CASA, Redwood Empire Chapter—99's.

Anita is flying her fourth TAR and has been a pilot for ten years. Her husband, Jack, is a pilot and they have six children and eleven grandchildren. That makes quite a rooting squad. Memberships: Redwood Empire Chapter—99's.



Contestants



#100

PILOT (R): **BEE HAYDU**, Livingston, New Jersey

RATINGS: Commercial, Flight Instructor, SMEL, Ground Instructor, 2100 hours

CO-PILOT (L): **ELEANOR (ELLIE) SCHAPIRA**, West Orange, N.J.

RATINGS: Private, SEL, 200 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

SPONSORS: Chatham Aviation, Hanover; Larry Rachlin Aviation Insurance, Fairfield; Instant Rent-A-Car, Milburn; Kitchen Magic by Claremont, Montclair; Eric Wagman Photograph, South Orange; National Weather Corp., Newark, New Jersey

Bee is flying her second TAR. She is employed as a real estate salesman. Bee started flying in 1943 and joined the WASP's in 1944. Her husband, Joseph, is a pilot and they have three children and are proud owners of a completely restored Stearman. Memberships: AAA, WASP, Garden State Chapter—99's.

Ellie is flying her first TAR. Her husband, David, is a pilot and they have one son and one daughter. Ellie is a member of the Garden State Chapter—99's.

#101

PILOT (R): **PATRICIA W. ROBERTS**, Los Altos, California

RATINGS: Private, Instrument, SMEL, 425 hours

CO-PILOT (L): **JACKIE PETTY**, Mt. View, California

RATINGS: Commercial, SMEL, 3841 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

SPONSORS: C. Sheldon Roberts, Los Altos; Wheelbarrow Ranch, Reedley, California

Patricia is flying her first TAR. Her husband, C. Sheldon Roberts, is a pilot and they have three children. Memberships: AOPA, Santa Clara Valley Chapter—99's.

Jackie is flying her fourth TAR and she placed in one of them. Her husband, Lloyd, is not a pilot but, like many of the 49½ers, an ardent supporter of his wife's flying. Memberships: WASP, OOF, Santa Clara Valley Chapter—99's.



#102

PILOT (L): **DOROTHY BIRDSONG**, Temple Terrace, Florida

RATINGS: Commercial, Instrument, SMELS, 1100 hours

CO-PILOT (R): **MILDRED LAFFERTY**, Temple Terrace, Florida

RATINGS: Private, SEL, 152 hours

AIRPLANE: Piper Twin Comanche C/R PA 39 320 h.p.

SPONSORS: Charles W. Birdsong—Volkswagen and Beechcraft; Tampa; Dr. A. Wayne Lafferty, Temple Terrace, Florida

Dottie is flying her third TAR. She is kept busy as a housewife and ferrying planes for her pilot husband, Charles, owner of Birdsong Motors. They have three children and four grandchildren. She is also president of Birdsong Beechcraft in Tampa. Memberships: AOPA, FFA, NAA, Grasshoppers, Women's Advisory Committee on Aviation, Florida Suncoast Chapter—99's.

This is the first TAR for Mildred. She and her doctor husband, A. Wayne Lafferty, learned to fly at the same time. They have four children, ages 14 to 18. Memberships: Grasshoppers, Florida Suncoast Chapter—99's.

#103

PILOT (R): **PAT RUSSELL**, Altamonte Springs, Florida

RATINGS: Private, Instrument, SEL, 2500 hours

CO-PILOT (L): **LOIS AUCHTERLONIE**, Acton, Massachusetts

RATINGS: Commercial, Instrument, SELS, 2050 hours

AIRPLANE: Piper Comanche 260 h.p.

SPONSOR: Pat Russell Fashions, Charlotte, North Carolina

Pat is flying her fourth TAR, her last was in 1960. She is President of Pat Russell Fashions, sponsor of this team. She has three children and two grandchildren. Memberships: NAA, NPA, Michigan Chapter—99's.

Lois is flying her first TAR but her experiences in flying are many including being co-chairman of the 1971 AWNEAR. She is self-employed as a freelance technical editor. Her husband, Charles, is not a pilot. Memberships: NAA, NPA, WASP, Eastern New England Chapter—99's.



Contestants



#104

PILOT (L): JOYCE B. WELLS, Larkspur, California
RATINGS: Private, Instrument, SEL, 435 hours
CO-PILOT (R): ROSE H. SHARP, Corte Madera, California
RATINGS: Private, SEL, 201 hours
AIRPLANE: Cessna Cardinal 177 180 h.p.
SPONSOR: Spectrum Air, Inc., Novato, California

Joyce is flying her second TAR. She has been a pilot for three years and is a substitute school nurse. Her husband, Hal, is also a pilot and they have three sons and one daughter. Memberships: AOPA, Calif. Nurses Ass'n., Bay Cities Chapter—99's.

Rose is also flying her second TAR. She is a secretary at The Emporium. Her husband, Donald, is a student pilot and they have three children and one grandchild. Memberships: AOPA, Bay Cities Chapter—99's.

#105

PILOT (L): MARGARET BURCH, La Habra, California
RATINGS: Private, Instrument, SEL, 275 hours
CO-PILOT (R): PEGGY S. LAWTON, La Habra, California
RATINGS: Private, SEL, 75 hours
AIRPLANE: Cessna P 206 285 h.p.
SPONSORS: Burch Ford, La Habra; Thomas J. Lawton, La Habra, California

This team, flying its second TAR, is piloted by Margaret. She is a commercial artist. Her husband, William, is a pilot and they have one son and one daughter. Memberships: Orange County Chapter—99's.

Peggy is a registered nurse. Her husband, Dr. Thomas J. Lawton, is a pilot and they have two sons. Memberships: AOPA.



#106

PILOT (L): LOIS K. BARTLING, San Diego, California
RATINGS: Commercial, Instrument, SEL, 3150 hours
CO-PILOT (R): MARIE LEWIS, San Diego, California
RATINGS: Private, SEL, 135 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Genie Bail Bonds; Aladdin Bail Bonds, San Diego, California

This is the tenth TAR for Lois who served on the AWTAR Board for five years. Her husband, Harry, is not a pilot but endorses Lois' flying. She has flown many local races including the PAR. Memberships: AOPA, San Diego Chapter—99's.

Marie is flying her second TAR. She is a former hydroplane driver, has a 1000 hour pin for working in San Diego Children's Hospital sewing room. Her husband, Jackson, is a pilot and they have two children. Memberships: AOPA, San Diego Chapter—99's.



#107

PILOT (R): THELMA E. MICKELSON, Costa Mesa, California
RATINGS: Commercial, Instrument, SEL, 900 hours
CO-PILOT (L): BONNIE RAE HADLEY, Loma Linda, California
RATINGS: Private, SEL, 265 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Dr. M. S. Mickelson, Westminster; Dr. L. L. Blount, Baldwin Park; Frank Ferris, Inc., Arcadia, California

Thelma is flying her first TAR. She works with Volunteer Youth when not busy with her family of pilot husband, Dr. M. S. Mickelson and their three children. Memberships: FAA, NAC, LIGA, AFA, Orange County Chapter—99's.

Bonnie is also flying her first TAR and she is a volunteer R.N. Her husband, Dr. Henry Hadley, is a pilot and they have four children. Memberships: AOPA, San Fernando Valley Chapter—99's.





#108

PILOT (R): **LEAH HIGGINS**, Royal Oak, Michigan
 RATINGS: Commercial, SEL, 775 hours
 CO-PILOT (L): **BEVERLY F. PRICE**, Saginaw, Michigan
 RATINGS: Private, SEL, 342 hours
 AIRPLANE: Piper Cherokee PA 28 180 h.p.
 SPONSORS: Albert and Doris Doerr, Coldwater, Michigan

This is Leah's sixth TAR. She is a teacher for the totally deaf children in the Detroit School System. This is an arduous job and we can understand her flying for relaxation. Memberships: Michigan Chapter—99's.

Beverly is flying her first TAR and she is a secretary at Air-Flite, Inc. and also sells planes for them. Her husband, Douglas, is a pilot and they have two children. Memberships: Michigan Chapter—99's.

#109

PILOT (R): **JOAN STEINBERGER**, Goleta, California
 RATINGS: Commercial, Instrument, SEL, 1200 hours
 CO-PILOT (L): **BILLIE E. DODSON**, Santa Barbara, California
 RATINGS: Private, SEL, 700 hours
 AIRPLANE: Piper Comanche PA 24 260 h.p.
 SPONSOR: Mack Trucks, Inc., Allentown, Pennsylvania

Everyone who has followed the PPD knows Joan and how she gave up any chance of competing to help another plane in distress. A pilot since 1953, she is flying her fourth TAR and is a ceramist at Leather Ltd. Her husband, Norman, is a pilot and they have two children. Memberships: AOPA, Santa Barbara Chapter—99's.

Billie is flying her fourth TAR and she was co-pilot in the winning plane with Margaret Mead in 1968. She was taught to fly by Margaret. Her husband, Floyd, is a former navy pilot and they have nine children ranging in ages from—well 24, 21, 18, 15, 13, 20, 19, 16, 13. What a rooting section. Memberships: Santa Barbara Chapter—99's.



#110

PILOT (R): **VOLINE DODGSON**, Fresno, California
 RATINGS: Commercial, SEL, 493 hours
 CO-PILOT (L): **SARA JANE CLOUSE**, Buttonwillow, California
 RATINGS: Private, SEL, 275 hours
 AIRPLANE: Piper Comanche PA 24 260 h.p.

This is the first 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 with the Ice Capades. The first ride did it. She has flown many local California races. Memberships: AOPA, Ice Capades 10 Year Club, Fresno Chapter—99's.

Sara is flying her first TAR and is a first grade teacher. She was a sergeant in the Marine Corps from 1943-45 as a Tower Operator. Her husband, Donald, is a student pilot and they have three children and two grandchildren. Memberships: AOPA, Calif. Teachers Ass'n., Fresno Chapter—99's.



#111

PILOT (R): **SHIRLEY TANNER**, Newport Beach, California
 RATINGS: Commercial, SEL, 590 hours
 CO-PILOT (L): **CLAIRE WALTERS**, Los Angeles, California
 RATINGS: FAA Examiner, Commercial, Instrument, Flight/Instrument
 Flight Instructor, SMEL, Hot Air Balloon and 22,000 hours
 AIRPLANE: Mooney M20C 180 h.p.
 SPONSORS: George Cote Aviation, Santa Ana; Mission Beechcraft, Orange County Airport; Airadio, Inc., Orange County Airport, Calif.

Shirley is flying her first TAR, but what a co-pilot she has picked. Shirley is a real estate salesman and substitute teacher and has one son. She is specially interested in aerobatics and has about 200 hours of aerobatic time. Memberships: AOPA, NAA, NPA, Intl. Taildraggers Pilots/Owners Ass'n., ACA, Orange County Chapter—99's.

Claire is flying her ninth TAR, her first time was in 1948. She is flight school owner and instructor at Claire Walters Flight Academy and taught her husband, and two children to fly, and she has taught many of the 99's and Powder Puffers, too. She is Governor of the Southwest Section of the 99's, a member of AOPA and the Long Beach Chapter of the 99's. Oh yes, she was a winner of the '51 Derby.



Contestants



#112

PILOT (L): PATRICIA GLADNEY, Los Altos, California
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, 12,300 hours
CO-PILOT (R): JEANNE McELHATTON, San Francisco, California
RATINGS: Private, Instrument, SMEL, 1550 hours
AIRPLANE: Bellanca Super Viking 17-31A 290 h.p.
SPONSOR: Bellanca Aircraft Sales Co., Burlingame, California

Pat is flying her nineteenth TAR and placed fourth in one Derby. She has been flying since 1935, learning at Teaneck High School in New Jersey. She taught during WWII and then joined the WASPS. She now teaches for flying clubs. Her husband, Jack, is an airline pilot and they have two children. Pat was the first winner of the 99 AE Scholarship. Memberships: AOPA, NAA, WASP, Santa Clara Valley Chapter—99's.

Jeanne, flying her eighth TAR, has been flying since 1946. She was one of the first participants for Direct Relief Flights of Medical Supplies to Santa Barbara and is Chairman of Inter-Faith Inter-Racial Panel "Focus on American Women" in Bay area. She teaches ground school. Her husband, Dave, is a pilot and well known to listeners of KCBS. They have three children. Memberships: AOPA, Calif. Aviation Education Ass'n., Natl. Aerospace Educational Ass'n., Santa Clara Valley Chapter—99's.

#113

PILOT (R): WINIFRED S. DUPEROW, Holt, Michigan
RATINGS: Commercial, Instrument, SEL, 900 hours
CO-PILOT (L): GLORIA SCHAEFER, Sparta, Michigan
RATINGS: Commercial, Instrument, SMEL, 350 hours
AIRPLANE: Cessna Skyhawk 172 145 h.p.
SPONSORS: Schaefer Orchards & Storages, Sparta; Schaefer Aviation, Fremont, Michigan

Winnie is flying her fourth TAR and has been flying since 1963. She is chairman of the 1971 Michigan SMALL Race. She is employed by Professional Consultants and has two sons. Her sister, Sammy McKay, is flying TAR #65. Memberships: AOPA, NAA, Michigan Chapter—99's.

Gloria is flying her first TAR. She soloed at 16 but was flying with her family since a small child. She is a student at Western Michigan University. She was the 1969 top woman pilot for NIFA. Memberships: AOPA, Michigan Chapter—99's.



#115

PILOT (R): MARGARET T. WELLINGTON, Meadville, Pennsylvania
RATINGS: Commercial, Instrument, SEL, 850 hours
CO-PILOT (L): RUTH LOVE, North Olmsted, Ohio
RATINGS: Private, SEL, 3225 hours
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSOR: Talon of Textron, Inc., Meadville, Pennsylvania

This is the first TAR for Margaret who has been flying seven years. She is an art teacher and flies her non-pilot husband, John, and their four children and two grandchildren on pleasure trips, to and from schools, and business trips when necessary. She has done some aerial photography and charter flying. Memberships: AOPA, NAA, Port Meadville Pilots Ass'n., Senior Girl Scout Wing Advisor, All-Ohio Chapter—99's.

Ruth is also flying her first TAR. She and her husband, H. Merrill Love, have been flying for 20 years. They have three children and two grandchildren. Their flying has taken them to 50 states and 20 countries. Memberships: All-Ohio Chapter—99's.



#114

PILOT (R): TRISH MARKS, Salinas, California
RATINGS: Commercial, Instrument, SMEL, 1175 hours
CO-PILOT (L): CONNIE HOOD, Carmel Valley, California
RATINGS: Commercial, SEL, 700 hours
AIRPLANE: Cessna 310N 520 h.p.
SPONSOR: Fat City Cattle Co., Monterey, California

This will be the fourth TAR for Trish and she placed in the '69 Derby. She is a pilot for Fat City Cattle Co. Her husband, Jim, is a pilot, and they have two children. Trish has also flown the PAR and was fourth in 1970. Memberships: AOPA, NAA, Monterey Peninsula Airmen's Ass'n., Monterey Bay Chapter—99's.

Connie is flying her third TAR and she is a charter pilot for Carmel Valley Aviation. Her husband, Albert, is a pilot and they have two children. Memberships: AOPA, NAA, Monterey Peninsula Airmen's Ass'n., Monterey Bay Chapter—99's.





#116

PILOT (L): **BETTY JO REED**, Littleton, Colorado
 RATINGS: Commercial, SMEL, 1620 hours
 CO-PILOT (R): **FRANCES M. TANASSY**, Denver, Colorado
 RATINGS: Commercial, SMEL, Ground Instructor, 1087 hours
 AIRPLANE: Mooney Executive M20F 200 h.p.
 SPONSOR: McDonald's Drive-Ins of Denver, Colorado

Betty Jo is flying her fourth TAR and started flying back in 1942. She was a WASP during WWII, then became a dispatcher for Douglas and finally their co-pilot. Time out for marriage and a family of four children until her husband, Carl, who is a student pilot, got them back into the air. Memberships: AFA, AOPA, NAA, WASP, Colorado Chapter—99's.

Frances is flying her first TAR and she learned to fly in 1941. She joined the WASPS and was in the Ferry Command. Her husband, Emil, was a pilot during WWII and made a special point to meet the first woman he ever saw fly a P40. They have two children. Memberships: NAC, NAA, WASP, Colorado Chapter—99's.

#117

PILOT (L): **LYNN NEWTON**, Balboa Island, California
 RATINGS: Private, Instrument, SEL, 405 hours
 CO-PILOT (R): **CHRIS HOFFMAN**, Newport Beach, California
 RATINGS: Private, SEL, 260 hours
 AIRPLANE: Cessna Skyhawk 172 150 h.p.

This is Lynn's second TAR. Her husband, George, is a former pilot and they have two children. Lynn has flown many local races and placed in them. Memberships: AOPA, Orange County Pilots Ass'n., Orange County Chapter—99's.

Chris is flying her first TAR and is employed as a certified escrow officer. She has three children. She also flies in many of the local races. Memberships: Orange County Chapter—99's.



#118

PILOT (R): **PAT McEWEN**, Wichita, Kansas
 RATINGS: Commercial, Instrument, Flight Instructor, SMEL, Ground Instructor, 4000 hours
 CO-PILOT (L): **GENE NORA JESSEN**, Boise, Idaho
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMELs, Ground Instructor, 3500 hours
 AIRPLANE: Beechcraft Bonanza V35A 285 h.p.

This is Pat's tenth TAR and she is a part time flight instructor. The other parts of her time are divided among her pilot husband, Owen, their seven children including a set of twins, and her great efforts as Ways & Means Chairman raising funds for this 1971 POWDER PUFF DERBY. Memberships: AOPA, EAA, FFA, NPA, ACA, NAFI, Kansas Chapter—99's.

Gene Nora is flying her first TAR and is a free-lance aviation writer and part-time instructor. Her husband, Leland, is a pilot and they have a year-old daughter. Gene Nora worked at Beech for 5 years and was one of 13 women to pass the astronaut physical exam. She served 5 years on FAA's Women's Advisory Comm. on Aviation. Memberships: NAEC, NIFA, Idaho Chapter—99's.



#119

PILOT (L): **MARETTA SIMPSON**, Flint, Michigan
 RATINGS: Commercial, Instrument, SEL, 570 hours
 CO-PILOT (R): **MARGE SANDERS ASHTON**, Birmingham, Michigan
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, 725 hours
 AIRPLANE: Cessna Skylane 182 230 h.p.

This will be Maretta's third TAR. She is Executive Secretary to Director of Personnel, General Motors Parts Division, and is very active in the Michigan SMALL race as secretary and program chairlady. Her husband, Carl, is a pilot. Maretta has flown four Angel Derbies. Memberships: NAA, Michigan Chapter—99's.

Marge is flying her second TAR and she was co-pilot for the 8th place plane in 1968. She is Administrative Secretary to V.P. and General Manager of Cadillac Motor Car Division of GMC. She and her pilot husband, Charles, have made many trips across the country and they have one son. Like Maretta, she has flown in many of the SMALL races. Memberships: AOPA, NAA, Mich. Aircraft Pilots Ass'n., Michigan Chapter—99's.



Contestants



#120

PILOT (R): **TONI KUHNS**, San Carlos, California

RATINGS: Commercial, Instrument, SMEL, Ground Instructor, 900 hours

CO-PILOT (L): **PAT APPEL**, Atherton, California

RATINGS: Commercial, Instrument, SEL, Ground Instructor, 500 hours
AIRPLANE: Cessna Skylane 182K 230 h.p.

Toni is flying her second 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: AOPA, QUOTA, Peninsula Airmen's Ass'n., Golden West Chapter—99's.

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

#121

PILOT (L): **BARBARA W. BARLOW**, Bountiful, Utah

RATINGS: Commercial, Instrument, SMEL, 1102 hours

CO-PILOT (R): **VIVIAN L. YARDLEY**, Salt Lake City, Utah

RATINGS: Private, SEL, 627 hours

AIRPLANE: Cessna Skylane 182K 230 h.p.

SPONSORS: Jelco, Inc., Salt Lake City; Virginia Wilkinson, Bountiful, Utah

Barbara is pilot for this first TAR team. Her husband, David, is not a pilot but joins their three children in a rousing Hurrah for TAR #121. Her husband started flying but business intervened so Barbara is the family pilot. She has some Lear Jet time and ground school instruction. Memberships: AOPA, Utah Pilot Ass'n., Utah Chapter—99's.

Vivian started flying in 1946 but did not get her license until 1967—marriage to an ATR pilot, James, and three children intervened. But now the bug has caught up with her and she hopes to have her own Pitt Special soon for aerobatic work. There are also three grandchildren. Memberships: CAP, EAA, Utah Pilots Ass'n., Utah Chapter—99's.



#122

PILOT (R): **SHARON S. EHRLICH**, Pekin, Illinois

RATINGS: Commercial, Instrument, SMELS, Ground Instructor, 575 hours

CO-PILOT (L): **FERN P. RATHE**, Moline, Illinois

RATINGS: Private, SEL, 260 hours

AIRPLANE: Cessna Skylane 182L 230 h.p.

Sharon is flying her third TAR and gives ground school instruction for private pilots. She is a dental hygienist. Her dentist husband, Robert, and Sharon both started flying on the same day. They have two children. Memberships: AOPA, Heart of Illinois Aero Club, Pilots Int'l. Ass'n., Quad-City Area Chapter—99's.

This is Fern's first TAR. Her doctor husband, John, is a pilot and the family likes flying vacations in their Cherokee "Six" with their four children. They fly to the Bahamas, Mexico, etc. and take a minibike for surface transportation. Memberships: Quad City Area Chapter—99's.

#123

PILOT: **HELEN M. MCGEE**, Sonora, California

RATINGS: Private, Instrument, SEL, 739 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

SPONSOR: Union Democrat Corp., Sonora, California

Helen is flying her fourth TAR solo and she placed sixth in the '70 Derby. 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. Memberships: Tuolumne County Aeronautical Ass'n., San Joaquin Valley Chapter—99's.





#124

PILOT (L): **DOT ETHERIDGE**, Greenville, Mississippi
 RATINGS: Commercial, Flight Instructor, SMEL, 1500 hours
 CO-PILOT (R): **MARGARET SHIPLEY**, Greenwood, Mississippi
 RATINGS: Commercial, Flight Instructor, SMEL, 1300 hours
 AIRPLANE: Piper Twin Comanche PA 30 320 h.p.

This is the third TAR for Dot who placed sixth in 1965. Dot is an air show pilot and has won many awards for aerobatics. In 1968 she set a world speed record of 198.115 mph in a stock plane over a closed course. Space limits listing other accomplishments. Her husband, Bob, is a pilot and they have one son. Memberships: Professional Race Pilots Ass'n., ACA, EAA, AOPA, Mississippi Chapter—99's.

Margaret is flying her first TAR. She is self-employed as a flight instructor and has photos of each student on solo day. Her husband, Lester, is a pilot and they have three children. Her interest in teenagers is evident in her many occupations. Memberships: Natl. Ass'n. Flight Instructors.

#125

PILOT (L): **MARY N. ABLE**, Houston, Texas
 RATINGS: ATR, Instrument, Flight/Instrument Flight Instructor, SMEL, Ground Instructor, 3800 hours
 CO-PILOT (R): **MARY JANE NORRIS**, Houston, Texas
 RATINGS: SEL, Instrument, Flight/Instrument Flight Instructor, Ground Instructor, 699 hours
 AIRPLANE: Piper Cherokee PA 32 260 h.p.
 SPONSOR: Diamonette of America, Inc., Houston, Texas

This is the fourth TAR for Mary who is employed as a flight and ground instructor at Hazelhurst Aviation. She flies a twin Bonanza for her father and has been checked out in MU2G and flies co-pilot on Lear Jets. Her husband, Conover, is a pilot and they have two children, and Mary taught one son to fly. Memberships: WATPA, NAFI, Houston Chapter—99's.

Mary Jane is flying her third TAR and she is a flight and ground instructor for Aero-Tech Aviation. She was taught to fly by her airline captain husband, Robert. They have two children. She has flown in many other 99 sponsored races. Memberships: Houston Chapter—99's.



#126

PILOT (L): **WILMA J. NESSELROAD**, Newport Beach, California
 RATINGS: Commercial, SEL, 220 hours
 CO-PILOT (R): **SANDRA L. RULLER**, Westminster, California
 RATINGS: Commercial, SEL, 319 hours
 AIRPLANE: Piper Cherokee PA 28 180 h.p.

Wilma is flying her first TAR. She and her dentist husband, Edward, started flying together three years ago and have become interested in aerobatics and own a Stampe SV-4c. They have three children. Memberships: Orange County Chapter—99's.

Sandra is flying her first TAR and is a teacher in Santa Ana, in the physical education field. She and her pilot husband, Gordon, have rebuilt a 1947 Super Cruiser. Memberships: Independent Order of Taildraggers, Orange County Chapter—99's.



#127

PILOT: **GINI RICHARDSON**, Yakima, Washington
 RATINGS: FAA Examiner, ATR, Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, Helicopter Instructor, Ground Instructor, 19,500 hours
 AIRPLANE: Cessna 210J 285 h.p.

TWENTY! With this figure, Gini sets a record for the number of Derbies flown by any Powder Puffer. She was third in two Derbies and fourth in two others. She owns and operates her own flight school. Her husband, Ralph, is a pilot and they have one daughter. Gini served six years on the FAA Women's Advisory Comm. on Aviation. Memberships: AHS, AOPA, Whirly Girls, Altrusa, Eastern Washington Chapter—99's.



Contestants



#128

PILOT (R): DOLORES REED, Woodland Hills, California
RATINGS: Commercial, SMEL, 1100 hours
CO-PILOT (L): JEAN C. ROSE, Palos Verdes Estates, California
RATINGS: FAA Examiner, Commercial, Instrument, Flight/Instrument
 Flight Instructor, SMEL, Ground Instructor, 17,500 hours
AIRPLANE: Piper Cherokee PA 28 150 h.p.
SPONSOR: Aircraft Associates, Long Beach, California

Dolores is flying her third TAR. She has been flying since 1940 and was a WASP during WWII. Her husband, Robert, is a pilot and they have three children and as for grandchildren, hoping. Memberships: NAA, WASP, Calif. Big Sisters, San Fernando Valley Chapter—99's.

Jean is flying her ninth TAR and she was a winner in 1950. She is the chief pilot at Rose Aviation and was a WASP during WWII. Her husband, Rex, is President of Rose Aviation. It is possible that she may be racing against her former students. Memberships: NPA, WASP, San Fernando Valley Chapter—99's.

#129

PILOT (L): JANE T. SIMMONS, Indianapolis, Indiana
RATINGS: Private, Instrument, SEL, 1750 hours
CO-PILOT (R): TANNIE H. SCHLUNDT, Indianapolis, Indiana
RATINGS: Private, SEL, 1200 hours
AIRPLANE: Beechcraft Bonanza V35A 285 h.p.

Jane is flying her second TAR, the last was in 1956. She has flown in the Angel Derby. Jane has two sons and four grandchildren to give a boost to this TAR. Memberships: NPA, SPA, Indiana Chapter—99's.

Tannie is flying her third TAR, her first was back in 1956. Her pilot husband, Paul, was her flight instructor. They have one son. Memberships: AOPA, Indianapolis Aero Club, Indiana Chapter—99's.



#130

PILOT (L): CHARLENE FALKENBERG, Hobart, Indiana
RATINGS: Commercial, SMEL, Ground Instructor, 770 hours
CO-PILOT (R): JEANINE R. TELLEKSON, Oaklawn, Illinois
RATINGS: Private, SMEL, 402 hours
AIRPLANE: Mooney Ranger MC 20 180 h.p.
SPONSOR: Hobart Aircraft Sales and Service, Inc., Indiana

Charlene is flying her third 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 she had one lesson and was hooked. Now her husband wishes she would leave the plane home for him to fly. Memberships: AOPA, NAC, NAA, Professional Race Pilots Ass'n., Chicago Area Chapter—99's.

Jeanine is flying her first TAR but she has had some racing experience in local areas. She has five children ranging in ages from 13-22... a good rooting section. Memberships: NAA, Chicago Area Chapter—99's.

#131

PILOT (R): MARSOLIN "MARCI" N. BARNET, San Luis Obispo, California
RATINGS: Commercial, SEL, 395 hours
CO-PILOT (L): CHRISTINE "CRISS" H. MOULIN, Arroyo Grande, California
RATINGS: Private, SEL, 185 hours
AIRPLANE: Piper Comanche PA 24 180 h.p.
SPONSORS: KSLY Radio; Coastal Airlines, Inc.; Western Aero Service, San Luis Obispo, California

This is the fifth TAR for Marci who was sorta pushed into flying by her pilot husband, Robert. They have four children and one grandchild. Memberships: San Luis Obispo Pilot's Ass'n., CCAA, San Luis Obispo Chapter—99's.

This is the second TAR for Criss who started flying in her high school days. She is owner/office manager of Coastal Airlines. Her husband, Roger, is an FAA Examiner and she met him while taking her private check ride. Memberships: San Luis Obispo Pilots Ass'n., CCAA, San Luis Obispo Chapter—99's.





#132

PILOT (R): **BETTY H. MOSELEY**, Lexington, Kentucky

RATINGS: Commercial, Instrument, SEL, 350 hours

CO-PILOT (L): **VIRGINIA E. CHAMBERLAIN**, Prospect, Kentucky

RATINGS: Private, SEL, 1014 hours

AIRPLANE: Piper Cherokee PA 28 150 h.p.

Betty is flying her first TAR. Her dentist husband, Kent, was a pilot during WWII and decided to take it up again in 1968. It was then that Betty started to help him if necessary. But the bug got her and she has gone on to more ratings. Memberships: Lexington Blue Grass Airport Board, Blue Grass Chapter—99's.

Virginia is flying her first TAR. She started flying in 1960 and has served as a stop chairman for the PPD. Her husband, Richard, is a pilot and they have three children and four grandchildren. Her husband was Virginia's first passenger. She is the organizer and chairman of the Blue Grass Chapter—99's.

#133

PILOT (R): **BETTY H. GILLIES**, Rancho Santa Fe, California

RATINGS: Commercial, Instrument, SMELS, 4500 hours

CO-PILOT (L): **GERTRUDE E. LOCKWOOD**, Carlsbad, California

RATINGS: Private, Instrument, SEL, 2560 hours

AIRPLANE: Beechcraft Baron D55 570 h.p.

Betty is flying her sixth TAR and was second in '49 and fifth in '52. Betty was one of the original women to fly during WWII as a WAF and then later as a WASP. She was chairman of the AWTAR Board from 1952-1961. Her husband, Bud, is a pilot and they have two children and eight grandchildren. Betty is a Charter Member of the Ninety-Nines and has been flying since 1928. Memberships: AOPA, NPA, WASP, San Diego Chapter—99's.

Gertrude is flying her third TAR and her flying is pleasure—it must be to fly in Alaska, Australia, New Guinea, Japan and Africa. She has one child and three grandchildren. Memberships: AOPA, NPA, Palomar Chapter—99's.



#134

PILOT (L): **RUTH BAXTER**, Denver, Colorado

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, 1040 hours

CO-PILOT (R): **FAY GREEN**, Golden, Colorado

RATINGS: Private SEL, 135 hours

AIRPLANE: Mooney Chaparral, M20F 200 h.p.

Ruth is flying her third TAR. She soloed in '61 but was "grounded" for a time while having two children. Her airline pilot husband, Bud, was instrumental in getting her back in the air. Flying is a family pleasure. Memberships: AOPA, CAP, EAA, NAA, Colorado Chapter—99's.

Fay is flying her first TAR. She and her husband, Kenneth, learned to fly at the same time. They have three children and their oldest son is a licensed pilot. Memberships: Colorado Chapter—99's.



#135

PILOT (L): **ISABELLE McCRAE**, Lemon Grove, California

RATINGS: Commercial, Flight Instructor, SMEL, 2576 hours

CO-PILOT (R): **MARJORY BROWN**, La Mesa, California

RATINGS: Private, SEL, 250 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

This is the twelfth TAR for Isabelle and she has been flying since 1939. She was a flight nurse and WASP during WWII. In 1964 she and her son cruised the world on the University of the Seven Seas. Memberships: AOPA, CAP, WASPS, Lemon Grove Bus. and Prof. Women's League, CTA, NEA, El Cajon Chapter—99's.

Marjory is flying her first TAR. Her husband, Bruce, is a pilot and his interest in flying got Marjory started and she now flies as co-pilot for his business trips. They have one son. Marjory is Vice President, Public Relations for Browning Sprinkler Co. Memberships: Amer. Ass'n. Univ. Women, El Cajon Chapter—99's.





#136

PILOT (R): **PATRICIA M. DAVIS**, Schofield Bks, Hawaii
 RATINGS: Private, Instrument, SEL, 450 hours
 CO-PILOT (L): **JEANNE GIVEN**, Omaha, Nebraska
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SEL, Ground Instructor, 2000 hours
 AIRPLANE: Piper Comanche PA 24 250 h.p.
 SPONSORS: Kam's Express; American Can. Co.; Holsum Baking, Inc., Honolulu, Hawaii

This sister team is piloted by Patricia flying her third TAR. She is Director of Operations Hawaii Wing CAP and her husband, Lt. Col. John L. Davis, is a pilot and they have two children. Her son is a pilot. Memberships: AOPA, CAP, NAA, General Aviation Council of Hawaii, Aloha Chapter—99's.

This is the fourth TAR for Jeanne, the other half of this sister team. She has taught flying for four years and is on the Nebraska Race Board. Her husband, Jerome, is a pilot and they have four children—two are pilots and one a student pilot. Memberships: AOPA, NAA, Nebraska Chapter—99's.

#137

PILOT (L): **MARY ELLEN KEIL**, Columbus, Ohio
 RATINGS: Commercial, SMEL, 2800 hours
 CO-PILOT (R): **CAROL LEE STEPHAN**, Youngstown, Ohio
 RATINGS: Commercial, Instrument, SMEL, Instructor A&I-Gold Seal, Ground Instructor, 1100 hours
 AIRPLANE: Piper Arrow PA 28R 200 h.p.

Mary is flying her first TAR. She flew during WWII as a WASP and was a Command Pilot in B-26's and C-47's. Prior to 1959 she was a flight instructor and taught her brother to fly. She is currently employed as a teacher in Bexley, Ohio. Memberships: AOPA, WASP, All-Ohio Chapter—99's.

This is the first TAR for Carol. She has taught both ground school and flying at Ohio University and is active in NIFA. Her husband, Ronald, is a corporation jet pilot. Memberships: All-Ohio Chapter—99's.



#138

PILOT (L): **BONNIE C. FERGUSON**, Windsor, Missouri
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SEL, Ground Instructor, 1400 hours
 CO-PILOT (R): **CORNELIA M. HARMON**, Lake Lotawana, Missouri
 RATINGS: Private, SEL, 65 hours
 AIRPLANE: Cessna Skylane 182 230 h.p.
 SPONSORS: Harmon Electronics, Grain Valley; Citizen's Bank; Swisher Mower & Machine Co. Dealers; Graham Oil Co.; Suzanne's; Warrensburg, Missouri

This is the first TAR for Bonnie who was taught to fly by her pilot husband, Rex. They have two children. She is employed as a flight instructor at Central Missouri State College, and is currently working towards a B.S. in Aviation Technology. Memberships: AOPA, CAP, Greater Kansas City Chapter—99's.

Cornelia is flying her first TAR. She is a brand new pilot and flies with her pilot husband, Robert, and their one child. She is a speech therapist at Central Missouri State College.

#139

PILOT (R): **WANDA STRASSBURG**, San Luis Obispo, California
 RATINGS: Commercial, Instrument, Flight Instructor, SEL, Ground Instructor, 2800 hours
 CO-PILOT (L): **SALLY JO DAVIDIAN**, San Luis Obispo, California
 RATINGS: Private, SEL, 80 hours
 AIRPLANE: Cessna 210A 260 h.p.

Wanda is flying her fifth TAR and she was "badgered" into flying by her pilot husband, Don. They have two daughters. Wanda is chief flight instructor at Swift Aire Academy. Memberships: Calif. Council of Aviation Ass'ns., San Luis Obispo Chapter—99's.

Sally Jo is flying her first TAR. Her pilot husband, Jan, courted her by air and to be a good co-pilot she started ground school and became "vitality" interested in flying. They have two children. Memberships: CAP, San Luis Obispo Chapter—99's.





#140

PILOT: **EDITH THOMAS**, Wayne, New Jersey
 RATINGS: Commercial, Instrument, SMEL, 740 hours
 AIRPLANE: Cessna 210E 285 h.p.

This is the third TAR for Edith who is owner of North Jersey Meat Supply Inc. She has three children. To her friends, she is known as "Mickie." Memberships: Greater New York Chapter—99's.

#141

PILOT (R): **BARBARA W. SILAGI**, Somonauk, Illinois
 RATINGS: Commercial, Instrument, Flight Instructor, SMEL, 535 hours
 CO-PILOT (L): **PAMELA K. STOWELL**, Arlington Hts., Illinois
 RATINGS: Commercial, Instrument, Flight Instructor, SEL, Ground Instructor, 611 hours
 AIRPLANE: Piper Comanche PA 24 260 h.p.
 SPONSOR: Harcon Machine & Mfg. Co., Leland, Illinois

This is Barbara's first TAR and she is a second grade teacher in Aurora, Illinois. After this TAR she will have more copy when we write her up for her second race. Memberships: AOPA, CAP.

Pamela is flying her second TAR. Her husband, Daniel, is a pilot and they have three children. Memberships: Chicago Area Chapter—99's.



#142

PILOT: **JUDY WILLIS**, Laurel, Maryland
 RATINGS: Commercial, Instrument, SEL, 650 hours
 AIRPLANE: Cessna Skylane 172K 150 h.p.
 SPONSORS: M. R. Mitchell, Marlow Heights, Maryland; Harry K. Willis, Apple Valley, California

Judy is flying her first TAR solo and she is a Captain and Intelligence officer for the USAF. She is located at Fort Meade, Maryland. Memberships: AFA, AOPA, Orange County Chapter—99's.

#143

PILOT (Shown): **LORNA deBLICQUY**, Ottawa, Ontario
 RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, Commercial Helicopter, Private Glider, One Jump, Ground Instructor, 4300 hours
 CO-PILOT: **BETTY JANE SCHERMERHORN**, Ottawa, Canada
 RATINGS: Private, SELS, 150 hours
 AIRPLANE: Piper Cherokee PA 28 180 h.p.
 SPONSORS: Bradley Air Services, Ltd., Carp; Friends, Ontario

This is the second TAR for Lorna who is a part-time flight instructor at the Ottawa Flying Club. Her husband, Richard, is an arctic pilot and they have one daughter. Lorna has instructed in New Zealand and has had some High Arctic flying experiences on charter flights. She was awarded a 1970 AE Scholarship. Memberships: Canadian AOPA, SSA, Whirly Girls, Eastern Ontario Chapter—99's.

Betty Jane is flying her first TAR. She and her pilot husband, John, own a Super Cub with floats for summer flying and skis for the winter snows. Memberships: Eastern Ontario Chapter—99's.



Contestants



#144

PILOT (L): EDNA GARDNER WHYTE, Roanoke, Texas
RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMELS, Commercial Helicopter, Commercial Glider, Ground Instructor, 19,810 hours
CO-PILOT (R): DOTTY WILHARM, Irving, Texas
RATINGS: Private, SEL, 52 hours
AIRPLANE: Cessna Skyhawk 172 K 150 h.p.
SPONSORS: Expansion Electric, Inc., Irving; Aero-Valley Airport, Roanoke, Texas

Edna is flying her sixth TAR and is employed as chief pilot and flight instructor at Aero Valley Airport. She was a Navy Nurse for 6½ years and an Army nurse for one year. She has one daughter and two grandchildren. She has flown 18 Angel Derbies and several other 99 races. She is a former Ninety-Nine Int'l. President. Memberships: AAA, AHS, AOPA, CAP, NAA, Silver Wings, SPA, Whirly Girls, WNAA, Texas State Registered Nurse, Fort Worth Chapter—99's.

Dotty is flying her first TAR. Her husband, Eugene, is a pilot and they have six children and two grandchildren. One of their sons is a Navy pilot in Vietnam. Memberships: Fort Worth Chapter—99's.



#145

PILOT: MARSHA E. COPELAND, Houston, Texas
RATINGS: Commercial, SEL, Ground Instructor, 250 hours
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSOR: Air Insurance Agency, Houston, Texas

Marsha is flying solo in her first TAR. She is owner of Independent Insurance Co., specializing in aviation insurance. Her husband, David, is with Delta Airlines. It is possible she may have her instrument rating by race time. Memberships: Houston Chapter—99's.



#146

PILOT (R): CAROLINE OLSON, Austin, Minnesota
RATINGS: Commercial, Instrument, SMELS, 588 hours
CO-PILOT (L): RUBY ST. ONGE, Pequot Lakes, Minnesota
RATINGS: Commercial, Instrument, SEL, 461 hours
AIRPLANE: Mooney Executive M20F 200 h.p.
SPONSOR: Austin Pilots Club, Austin, Minnesota

This is the first TAR for Caroline who has been flying since 1958. She is a homemaker and nurse at the Raymond's Nursing Home, administered by her pilot husband, Raymond. They have four daughters and one son who was taught to fly by his father. The family has made many trips to Central America, South America, Mexico and have an Aztec for all weather flying, and an Aeronca Seaplane. Memberships: Zonta, Minnesota Chapter—99's.

Ruby is flying her first TAR and is an administrative assistant at Arrowwood Lodge. She has one married daughter. She has been flying since 1962 and in 1965 was awarded a Ninety-Nine AE Scholarship. Memberships: AOPA, Minnesota Chapter—99's.



#147

PILOT (R): V. LORRAINE YOCUM, Tucson, Arizona
RATINGS: Commercial, SEL, 1000 hours
CO-PILOT (L): DELORES DAVIS, Tucson, Arizona
RATINGS: Private, SEL, 150 hours
AIRPLANE: Beechcraft Bonanza P35 260 h.p.
SPONSORS: Ashton Construction Co.; Chastian Builders; Metler Drilling Co.; Tucson Airport Authority; Tucson Aircraft Service, Tucson, Arizona

This is the fifth TAR for Lorraine. She has been flying for 11 years and has participated in many 99 sponsored races. Her husband, Lee, is a pilot and they have five children and three grandchildren. Memberships: Tucson Chapter—99's.

Delores is flying her third TAR. Her husband, Charley, is not a pilot but joins their three children in wishing mother and her TAR #147 good tail winds.



#148

PILOT (R): **DOLORES JANE ELLSWORTH**, St. Louis, Missouri

RATINGS: Commercial, Instrument, SEL, 362 hours

CO-PILOT (L): **BONNIE S. HRABKO**, St. Louis, Missouri

RATINGS: Commercial, Instrument, Flight/Instrument Flight Instructor, SMEL, Ground Instructor, 1550 hours

AIRPLANE: Piper Comanche PA 24 260 h.p.

SPONSOR: Spirit of St. Louis Airport, St. Louis, Missouri

Dolores is flying her first TAR. She is self-employed as a Nurse Anesthetist. She is working on her multi-engine rating and is a control tower operator trainee. Memberships: AOPA, EAA, Missouri Pilots Ass'n., numerous medical associations.

Bonnie is flying her first TAR and is an air traffic controller at Spirit of St. Louis Airport. She taught her husband, Richard, to fly. Dick is the chief air traffic controller at St. Louis Airport. Flying is fun for this family and they are promoting a program "Put the Fun Back in Flying for '71," in an effort to encourage flying. Memberships: St. Louis Chapter—99's.

#149

PILOT (R): **FRANCES E. DeHAAN**, Camp Hill, Pennsylvania

RATINGS: Commercial, Flight Instructor, SEL, Ground Instructor 740 hours

CO-PILOT (L): **MARJORIE K. POOL**, M.D., Wormleysburg, Pennsylvania

RATINGS: Commercial, Instrument, SMEL, 950 hours

AIRPLANE: Mooney Mark 20C 180 h.p.

SPONSORS: Benihana of Tokyo; National Central Bank, Harrisburg, Pennsylvania

AT LAST! TAR 149 will go down the runway piloted by Frances flying her third TAR. She is a flight instructor at Av-Mex, Inc. Her husband, Able, is a pilot and they have three children and one grandchild. Memberships: AOPA, Central Pennsylvania Chapter—99's.

Maybe the pilot of TAR #149 will need the services of Dr. Marjorie Pool, flying her second TAR, after the long and exciting wait for take-off. Her doctor husband, Champe C. Pool, is also a pilot and they have three sons. Memberships: Central Pennsylvania Chapter—99's.



#150

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

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

CO-PILOT (L): **SYLVIA E. LOWE**, Greenville, Illinois

RATINGS: Private, SEL, 100 hours

AIRPLANE: Cessna Skylane 182N 230 h.p.

SPONSOR: Dear Dad

This mother-daughter team, flying its first TAR, is piloted by Mary. Her husband, James, is a pilot and we do not have a report on the flying status of their two other daughters. Mary has flown the IAR and the Skylady Derby. Memberships: AOPA, SSA, DAR, U.S.C.G. Aux., Greater St. Louis Chapter-99's.

Sylvia, who is the oldest of the three daughters, is a teacher of English in the Hampshire High School in Illinois. Memberships: DAR, Greater St. Louis Chapter-99's.



Curtain Call 1970

1970 POWDER PUFF DERBY—FINAL

It was written in the wind that the WINNER of the 1968 race, MARGARET MEAD (TAR #18) of Santa Barbara, Calif. should scoop the 1970 POWDER PUFF DERBY with an average speed of 202 mph on the 2760 mile Monterey, Calif. to Bristol, Pa. dash against a field of 98 entries. Flying a Piper Comanche 260 hp, appropriately labeled "You've Come a Long Way, Baby!", her sponsor's slogan, she and her co-pilot, SUSAN OLIVER, Los Angeles, Calif. were second to buzz the finish line.



Winners of 1970 Powder Puff Derby. Left to right: Kathy Long, Co-pilot, Marge Mitchell, Pilot, Fifth Place; Joan Mace, Co-pilot, JoAnn Stype, Pilot, Second Place; Margaret Mead, Pilot, Susan Oliver, Co-pilot, First Place; Trina Jarish, Pilot, Third Place; Virginia Wegener, Pilot, Patricia Inwood, Co-pilot, Fourth Place.

Place	Name	Airplane	Score	Place	Name	Airplane	Score
1	Margaret Mead Susan Oliver	Piper PA 24 260 hp	+ 27.10617	6	Helen McGee Laverne A. Gudgel	Piper PA 24 260 hp	+ 25.41394
2	JoAnn J. Stype Joan E. Mace	Cessna 210G 285 hp	+ 26.88796	7	Mary Ann Noah Bobbi Miller	Piper PA 24 260 hp	+ 20.73824
3	Trina Jarish	Piper PA 24 260 hp	+ 26.85155	8	Jan Vawter Gammell Helen Maxson	Piper PA 24 260 hp	+ 19.13919
4	Marge Mitchell Kathy Long	Bellanca 290 hp	+ 26.79074	9	Pat McEwen Marilyn Copeland	Piper PA 24 260 hp	+ 18.59809
5	Virginia Wegener Patricia Inwood	Cessna 210 285 hp	+ 26.09817	10	Marion P. Jayne Arlene Odegard	Piper PA 30 320 hp	+ 17.69181



International Entries 1967

HANDICAPS

Handicaps for fixed gear airplanes are for airplanes with speed fairings (wheel pants and/or strut cuffs). Airplanes without speed fairings—subtract 2 MPH from handicap shown.

The AWTAR Board of Directors handicaps airplanes at the engine limits as approved by the Federal Aviation Agency for each airplane certificated. Most airplanes are approved to operate at their highest power available continuously. There are, however, some stock airplanes whose power for all opera-

tions is less than maximum power available. The maximum power for these planes is approved only for takeoff for 1 to 5 minute duration. Because no adequate reliable means for monitoring a contestant's use of power exists, the Board of Directors of AWTAR, Inc. has ruled that any airplane that cannot be operated at its maximum power available continuously shall be ineligible to compete.

Sanctioned by NAA and conducted under rules of the FAI.
Endorsed by The Ninety-Nines, Inc.

Manufacturer Model	Year	HP	Handicap (MPH)	Manufacturer Model	Year	HP	Handicap (MPH)
AERO COMMANDER				Cardinal-177	1969	180	130
200 A B C	1961-1964	260	194	Cardinal-177	1970-1971	180	133
200 D	1965-1968	285	195	Cardinal-177 RG	1971	200	155
100 Darter	1966-1969	150	113	Sky Hawk-172	1961-1968	145	119
BEECHCRAFT				Sky Hawk-172	1968-1971	150	120
Baron 55 A-55	1961-1963	520	210	CHAMPION			
Baron B55	1964-1971	520	216	Citabria 7GCAA-7KCAB		150	110
Baron C-E-55	1966-1971	570	222	LAKE			
Baron 58	1970-1971	570	222	LA-4	1961-1970	180	126
Travel Air B-E-95	1961-1968	360	190	MOONEY			
Bonanza N-P	1961-1963	260	185	Ranger & Mark 21			
Bonanza S-V35B	1964-1971	285	190	(M20A thru C)	1961-1970	180	152
Bonanza 36-A-36	1969-1971	285	184	Super 21 &			
Bonanza C-33A				Chaparral (M20E)	1964-1970	200	166
F-33A	1966-1971	285	188	Executive 21 (M20F)	1967-1970	200	160
Debonair A-33 to C-33	1961-1967	225	173	Statesman (M20G)	1968-1970	180	149
Bonanza E-33-F-33	1968-1970	225	173	Master (M20D)	1963-1965	180	127
Musketeer 23	1963	160	122	PIPER			
Musketeer A23	1963-1968	165	126	Aztec PA-23-B	1961-1970	500	195
Musketeer A-23-19	1965-1971	150	120	Aztec PA-23C-D-E	1964-1971	500	196
Musketeer A-23-24	1966-1971	200	138	Cherokee PA-32-260	1965-1971	260	146
Musketeer Custom	1969-1971	180	131	Cherokee PA-32-300	1966-1971	300	154
Musketeer A-24-R	1970-1971	200	150	Cherokee PA-28-235	1964-1971	235	146
BELLANCA				Cherokee PA-28-150	1962-1967	150	124
260 A thru C	1961-1968	260	176	Cherokee PA-28-160	1963-1969	160	126
Super Viking	1969-1971	290	176	Cherokee PA-28-180	1963-1971	180	132
CESSNA				Cherokee PA-28-140	1964-1971	150	122
310 F	1961	520	222	Arrow PA-28-R	1967-1969	180	150
310 G-H	1962-1963	520	220	Arrow PA-28-R	1969-1971	200	156
310 I-J	1964-1965	520	218	Twin Comanche PA-30	1963-1970	320	185
310 K-P	1966-1969	520	217	Twin Comanche			
310 Q	1970-1971	520	216	PA-39 C/R	1970-1971	320	186
Skymaster 336	1964	420	163	Apache PA-23	1961-1962	320	163
Skymaster				Comanche PA-24-400	1964-1965	400	203
A B C D E 337	1965-1971	420	180	Comanche PA-24-250	1961-1964	250	170
210-210A	1961	260	177	Comanche PA-24-260 &			
210 B-C	1962-1963	260	173	260B	1965-1970	260	175
210 D-E	1964-1965	285	179	Comanche PA-24-260 C	1970-1971	260	176
210 F	1966	285	178	Comanche PA-24-180	1961-1964	180	147
210 G Centurion	1967-1969	285	180	Super Cub PA-18-150	1961-1970	150	109
205 A	1963-1964	260	147	WACO			
P 206	1965-1969	285	154	Minerva	1968-1969	220	142
U 206	1964-1969	285	154	Sirius & Vela	1968-1969	220	160
Skylane 182	1961-1971	230	149	Meteor	1969	260	215
Skywagon 185	1961-1966	260	156				
Skyhawk 175	1961-1963	175	127				
180	1961-1969	230	150				
Cardinal-177	1968	150	124				

NOTE: To be eligible to race the airplane must have been manufactured on or after January 1, 1961. These handicaps apply only to specific airplanes, engine models and propeller stated below.

AWARDS

First Place

AWTAR Trophy for Pilot and Co-pilot.
\$10,000 Cash.
Name inscribed on Perpetual Rotating Trophy on display in National Air Museum, Wash., D.C. (Donated in 1950 by San Diego Chapter of The Ninety-Nines).
*Jeppesen Airway Manual coverage for 1 year including navigation, area, Sid and Star, and approach charts to Pilot.
*CR-5 Computer to Co-pilot.

Second Place

AWTAR Trophy for Pilot and Co-pilot.
\$5,000 Cash.
*Instrument Flight Pak-PGT-3 to Pilot.
*CR-3 Computer to Co-pilot.

Third Place

AWTAR Trophy for Pilot and Co-pilot.
\$3,000 Cash.
*J Deluxe IHWDR Ratchet Adjustment Hood to Pilot.
*CR-3 Computer to Co-pilot.

Fourth Place

AWTAR Trophy for Pilot and Co-pilot.
\$2,000 Cash.
*CSG6A Computer to Pilot.
*CR-3 Computer to Co-pilot.

Fifth Place

AWTAR Trophy for Pilot and Co-pilot.
\$1,000 Cash.
*CR-3 Computer to Pilot.

Sixth Place

AWTAR Trophy for Pilot and Co-pilot.
\$500 Cash.
*CR-3 Computer to Pilot.

Seventh Place

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

Eighth Place

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

Ninth Place

AWTAR Trophy for Pilot and Co-pilot.
\$200 Cash.

Tenth Place

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

Highest Score for a Pilot Flying Solo.

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

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

\$100 Cash.

*These items presented by JEPPESEN TIMES MIRROR, Denver, Colo.

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

\$100 Cash (Donated by OCEAN COUNTY N.J. BOARD OF CHOSEN FREEHOLDERS).

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

\$100 Cash.

Highest Score by a Mother/Daughter Team.

\$75 Cash (Donated by Morro Bay Motel Assn., Inc., California).

Highest Score by a Grandmother (Pilot in Command).

\$100 Cash.

Highest Score by a WASP Team (graduate).

\$75 Cash (Donated by Phoenix Chamber of Commerce, Arizona).

Daily Overall Top Score for First, Second and Third Day of Race.

Chronometer for Pilot and Co-pilot.

Highest Score of Entry Piloting a Plane Powered by a TELE-DYNE CONTINENTAL Engine.

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

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

145 - 165 hp.....	\$50 Cash
166 - 199 hp.....	50 Cash
200 - 239 hp.....	50 Cash
240 - 284 hp.....	50 Cash
285 - 449 hp.....	50 Cash
450 - 600 hp.....	50 Cash

(Donated by FLYING MAGAZINE, N.Y.C.)

CHAMPION SPARK PLUG Awards

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

First Place	\$300 Cash
Second Place	200 Cash
Third Place	100 Cash
Fourth Place	50 Cash
Fifth Place	25 Cash

(Presented by CHAMPION SPARK PLUG CO., Toledo, Ohio)

AC SPARK PLUG Awards

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

First Place	\$300 Cash
Second Place	200 Cash
Third Place	100 Cash
Fourth Place	50 Cash
Fifth Place	25 Cash

(Presented by AC SPARK PLUG DIVISION, Flint, Michigan)

LEG PRIZES

Leg #	From	To	Award
1	Calgary	Great Falls	\$100
2	Calgary	Billings (non-stop)	\$100
3	Great Falls	Rapid City	\$100 \$ 50
4	Billings (Billings customs group only)	Rapid City	\$100 \$ 50
5	Rapid City	Broomfield Jeffco (Denver)	\$125 \$ 75
6	Broomfield Jeffco (Denver)	Lincoln	\$125 \$ 75
7	McCook	Lincoln	\$200 \$150 \$ 75
8	St. Louis	Little Rock	\$ 50
9	Little Rock	Baton Rouge	Governor's Plaque

Thanks to:

Great Falls Area Chamber of Commerce

West Park Plaza Merchants Assoc., also Billings Hangar of Montana Pilots, Western Litho, Yellowstone Office Supply, McCrum Dental Ceramics, FAA Aero Flying Club—all of Billings

South Dakota State Aeronautics Commission

Jeffco Airport Authority

Air Radio Inc., Aircraftco Service, Aero Inc., Roach Aircraft Inc.

City of McCook
Richard Cottingham, M.D.
First National Bank

Carr Lane Mfg. Co., St. Louis

Governor John J. McKeithen

Not For Glory

They were girls who
could not sit beside

The hearth --
and see go by

The joy, the pride,
the thrills that ride

With rovers of the sky.

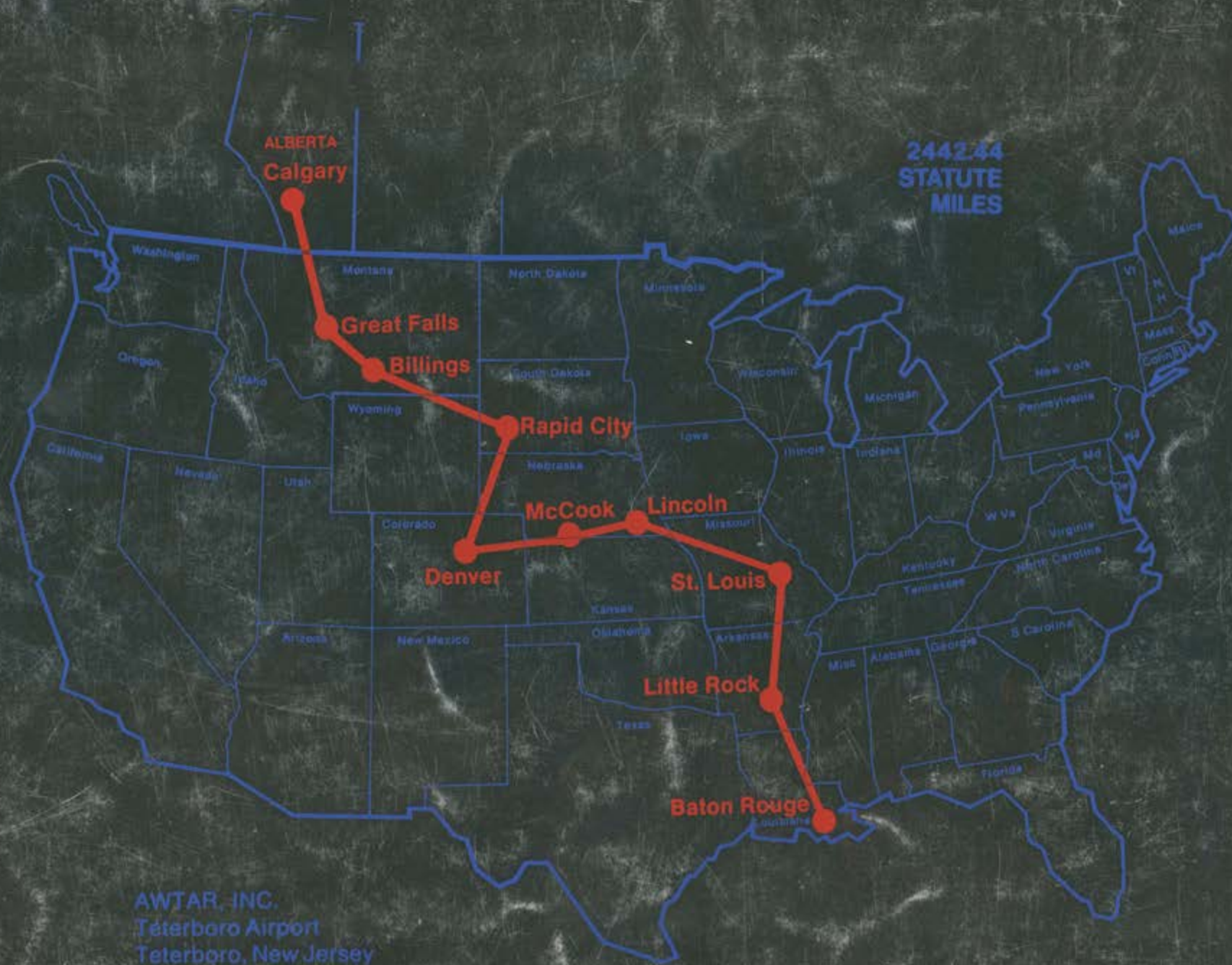
They were girls who
dared to pioneer

New Heights on
heavens tide.

As men made records,
year by year,

They matched them,
stride for stride.

from Sky Argosies
- Louis DeJean



AWTAR, INC.
Teterboro Airport
Teterboro, New Jersey

"you've come a long way baby!"