



24th
Annual

Powder Puff Derby

Monterey Bay
to Bristol, Pa.

July 3-7, 1970

OFFICIAL PROGRAM \$1.50

THE SKY PRINTS ODE

I love the haste
And the solitary sky where I taste
The pleasure of realizing what I see
Is as boundless as I know my horizons to be.

All Woman
Transcontinental Air Race, Inc.

Teterboro Airport, Teterboro, New Jersey 07608, Tel. 201-288-4411

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

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

Cover: An adaptation of a design by TRW Systems

LIST OF CONTESTANTS

TAR

88 ABLE, MARY N.
59 AMSTER, GRACE
13 ANRODE, IRENE
3 APPEL, PATRICIA
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GLOSSARY

AAA—Antique Airplane Assoc.	MEL—Multi-engine Land
AFA—Air Force Assoc.	MES—Multi engine Sea
AHS—American Helicopter Assoc.	MIC—Meteorologist in Charge
AOPA—Aircraft Owners and Pilots Assoc.	NAA—National Aeronautic Assoc.
ATC—Air Traffic Control	NAEC—National Aerospace Education Council
ATR—Airline Transport Rating	NATA—National Aviation Trades Assoc.
AWNEAR—All-Woman New England Air Race	NBAA—National Business Aircraft Assoc.
AWTAR—All-Woman Transcontinental Air Race	NPA—National Pilots Assoc.
CAP—Civil Air Patrol	PPD—Powder Puff Derby (AWTAR)
CPT—Civilian Pilot Training	RON—Remain Over Night
EAA—Experimental Aircraft Assoc.	SEL—Single Engine Land
FAA—Federal Aviation Agency	SES—Single Engine Sea
FAI—Federation Aeronautique Internationale	SPA—Sportsman Pilots Assoc.
FFA—Flying Farmers Assoc.	SSA—Soaring Society of America
FIA—Flight Instructor Airplane	TAR—Transcontinental Air Race (PPD)
FII—Flight Instructor Instrument	VFR—Visual Flight Rules
FSS—Flight Service Station	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 Assoc. of Aeronautics

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 70 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

THON GRIFFITH is serving her 3rd year on the Board and is Co-Director of the Route and West Coast Representative. She has a com'l license and with instrument rating and a North American Navion. Thon has flown 2 TAR's, served as Chief Judge of the AWTAR, as chairman of the Orange Co. Chapter of the 99's and a member of Int'l Resolution Committee.



PEG DAVIDSON, serving her 3rd year on the Board, has a com'l license with instrument rating. A Registered Nurse, she was graduated from the University of Conn. with a B.S. degree. She helped organize the Conn. Chapter of the 99's, was its 1st Chairman and is currently Governor of the New England Section and chairman of the 1970 convention. She has flown in the IAR and in 5 AWNEAR races, winning in 1966 and 1967 in her Cessna 205.



BARBARA EVANS, Vice Chairman-Treasurer, is serving her 9th 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 TAR's. 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 8 years.



KAY A. BRICK, Chairman, is serving her 20th year on the Board, her 9th as Chairman. Kay has raced in 5 TAR's, holds a commercial license, SMEL and Instructor ratings and 5650 hours. She was a WASP Squadron Commander in WWII. In 1966 she received the FAA Certificate of Commendation for exceptional leadership of the race and the many contributions she has made to the development of American civil aviation. In 1967 she was honored with the Special Award from Sargent College Alumni Association of Boston University. She holds an M.A. degree in psychology from N.Y. University and has done graduate work at Columbia University. She has been a 99 for 29 years, is a past Int'l. President, and is a member of the FAA Women's Advisory Committee.



HELEN MENNITTO is serving her 1st year on the Board and is Director of Inspection. She has served as NAA judge and Inspection Chairman for several races. She holds a com'l license with MSEL, glider and instructor ratings. Helen has served as Governor and Treasurer of the NY-NJ Section. She holds a B.A. from Douglass College in N.J. and served 4 years as communication's officer in the Navy in WWII.



MARIAN ANDREWS is serving her 6th year on the Board. She has been a 99 for 16 years, has served as Governor N.Y.-N.J. Section, chairmanned Terminuses and flown 3 TAR's. A noted artist she has designed the official race program covers for 15 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 the 1968 Who's Who of American Women.



BARBARA RIGGS is serving her 1st year on the Board and is Ass't Route Director. She has flown 5 TAR's, several in her Ryan Navion. Barbara holds a com'l license with multi-engine land, single engine land and sea, instrument and helicopter ratings. She has served as Governor of the New England Section and Int'l Vice-President. Her husband, John is also a pilot.



FRAN BERA, serving her 2nd 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 TAR's she has flown. She has 16,500 hours, holds an ATR with SMELS, flight and instrument instructor, rotorcraft and hot air balloon ratings, and is an FAA instrument examiner. She also holds the world altitude record for Class C-I-D achieved in a Piper Aztec. Fran is Pres. of Fran Bera Aircraft Sales, and has been a 99 for 22 years.

THANK HEAVEN

by

BOB BUCK

Captain Trans-World Airlines



It's always been a little difficult to forget that gals are gals and think of them as pilots. This is only natural for the male especially if the male is fond of gals, and I am.

But despite my normal interest in females as females I have found, over a long period of years, that females can really fly.

My first exposure was to Laura Ingalls who, when I was 16 and trying to make a junior transcontinental speed record, was flying the same course making a woman's speed record in a Moth airplane. She flew well.

There was a girl named Tiny Goddard I knew who flew a Warner Monocoupe in the 30's and she could really fly it. Tiny, pleasant and attractive, also made me realize that women can fly.

I remember, well, Nancy Love, my age twin, who impressed me no end during the war when she came dashing across the sky in a twin engine Douglas A-20 which was a lot of airplane for man or woman. Nancy could fly any airplane and do it with finesse and precision.

I raced, back in the 30's, and was beaten, by a most charming woman whom I've always had an extra soft spot in my heart for, Betty Gillies. She is the essence of woman and mother and a pilot who, I'm sure, could get in my 747 and drive it around without a qualm.

I've watched that Gallic charmer, Yvette Hortman, go from riding in the back of airplanes as a hostess, to flying in the front office; single, twin, VFR, or instrument and teaching others how to fly, too. In conversation, after finally disregarding her fetching French accent, I realize that I am talking pilot to pilot on even ground.

Long ago women pilots were few, but now, as the All-Woman Transcontinental Air Race proves, women pilots are numerous, expert and a real part of the aviation community, taking part in it, helping it prosper and grow.

Now along come women airline pilots and I cannot wait for the day when I have a co-pilot as charming as SAS's Turi Wideroe.

But seriously, there isn't any reason why women who want to fly professionally cannot be airline pilots. They have done wonderful flying jobs in instruction, taxi work and most all other parts of the profession. So why not the big job, too?

In my flying hobby, soaring, I have found some impressive women pilots. Anne Welch of England is not only a first class soaring pilot, but she is good enough to have been Captain of her country's world championship team . . . made up of male pilots!

So we in aviation take women pilots seriously and respect their abilities. The AWTAR demonstrates these abilities coast to coast. It's good for aviation and it's good for the cause of womanhood too.

Thank heaven for girls, and especially the ones who can fly!

A handwritten signature in cursive script that reads "Bob Buck".

START INSPECTORS



Ellen Trindle
Flown 3 TARs
Com'l, CFI,
Grd. Instructor
600 hrs.



Dell Hinn
Flown 7 TARs
Com'l, SMELS, Flt.
Inst'r, Com'l Glider
3200 hrs.



Chairman
Louciel Freeman
Certificate of
Proficiency, Aircraft
Maintenance Mechanic
Flies own Navion



Carol Bugay
Commercial License
500 hours
Flies own Cessna 175
TAR Inspector 3 years



Jo Cromwell
Com'l, Flt Instructor
Owns Cessna 180

TERMINUS INSPECTORS



Joan Bertles
Com'l Flight,
Instrument &
Ground Instructor
Owns Stinson 108-2



Barbara Farquharson
Private License,
250 hours
Flies own TriPacer
TAR Inspector 2 yrs.



Elyse Chapman
Pvt. SMEL
350 hrs.
Owns Aztec

ROUTE SURVEY



Alice H. Hammond flying a Mooney Super 21 is doing the entire final route survey. She is a former AWTAR Board Member and past-International President of the Ninety-Nines.

PUBLICITY



Aileen Hall, Arlington
Texas, Chairman of
Contestants' Publicity



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



DRAWING OF OPENING DAY ENTRIES FOR TAKE-OFF POSITION

L. to R. Joanne Aiello, Chairman Monterey Bay Chapter Ninety-Nines, Helen Shropshire, Chairman 1970 POWDER PUFF DERBY Start, Gus Arriola, nationally syndicated cartoonist, creator of "Gordo", Ginger Crocker, California Bicentennial Golden Girl, June Knapp, Start Publicity Chairman, Geneva Cranford, Co-chairman POWDER PUFF DERBY Start.

OFFICIAL TIMERS AND JUDGES

These timers and all stop timers are official NAA representatives and are responsible to NAA for the accurate recording of times off and over the fly-bys at all race airports. The judges are also responsible to NAA and have complete and final say on any questions of disqualification. For the 18th consecutive year Simplex clocks are used throughout the race. TRW Systems have prepared and supplied the tables used in computing the scores.

Joan Hrubec
Judge/Chief Timer Terminus
Pvt. License, 1550 hrs.
Flown 4 TARs

Anita Worel
Com'l License
835 hours
Flown 3 TARs

Mina Elschner
Pvt. License, 1650 hrs.
Flown all AWNEAR's

Leah Higgins
Com'l License
700 hrs.
CAP during WWII

Nina Claremont
Private License
490 hrs.
Flown AWNEAR
Owns Piper Arrow

Bernice Haydu
Judge Terminus
Com'l, Instructor
SMEL, 2000 hrs. WASP

Not Pictured
Helen Kelton
Chief Judge Start
Private License
Computer Programmer

Pat Wilson
Chief Judge Terminus
Com'l License, SELS
Flown 2 TARs

Bernice Alper
Private License
200 hours

Gustava Anderson
Private License
Instrument 500 hrs.
Owns Piper Colt

Christine Brown
Com'l License
Memphis 99's

Margaret Gerhardt
Private License
Flown TAR
Accountant

TIME CLOCKS
by
SIMPLEX

COMPUTATIONS
by
TRW SYSTEMS
and
9 JEWELS

A SALUTE TO THE AWTAR 1970



There is nothing in the world that binds people together like the sharing of a common experience. The All-Woman Transcontinental Air Race has been this experience for hundreds of women from all over the world. It has been the very epitome of the purpose of The Ninety-Nines, "to provide a close relationship among women pilots and to unite them in any movement that may be for their benefit or for that of aviation in general".

We are all a little stronger for the image the AWTAR has created for the public. We have gained in stature because of the cautious and careful manner with which this race has been conducted each year. The hours of love and affection given to the minute details of the conduct of the TAR are evidenced by the respect of all pilots for its results. For the pilot community there is performance and stamina envied and coveted for the whole year leading up to next years race. Perhaps more important is the camaraderie born of stress. The willingness of one contestant to deviate from course to help a new friend in need, or the sharing of precious knowledge with a neophyte knowing all to well this makes the competition keener. And then there is that moment of truth when we learn the winners. As hard as we have worked to win, the sharing of the excitement of each winner makes all the hours worth-while. Even when we wipe away a tear of disappointment we are bouyed up for next year, armed now with all the information we didn't quite have this year.

What makes the AWTAR tick? Sugar and spice and everything nice? More like determination, concentration and just plain ole hard work. But everyone comes up a winner. Even the hard worked race board feels another worthy milestone has been passed. Another footprint in the sands of Aviation, for if you don't venture you make no tracks. What better way to put into action, this year's theme, FUN AND FRIENDSHIP!

Bernice T. Steadman
President, The Ninety-Nines, Inc.



PAT MC EWEN, 99 Ways and Means Chairman
with the help of POWDER PUFF POLLY, solicited
funds from the Ninety-Nines.

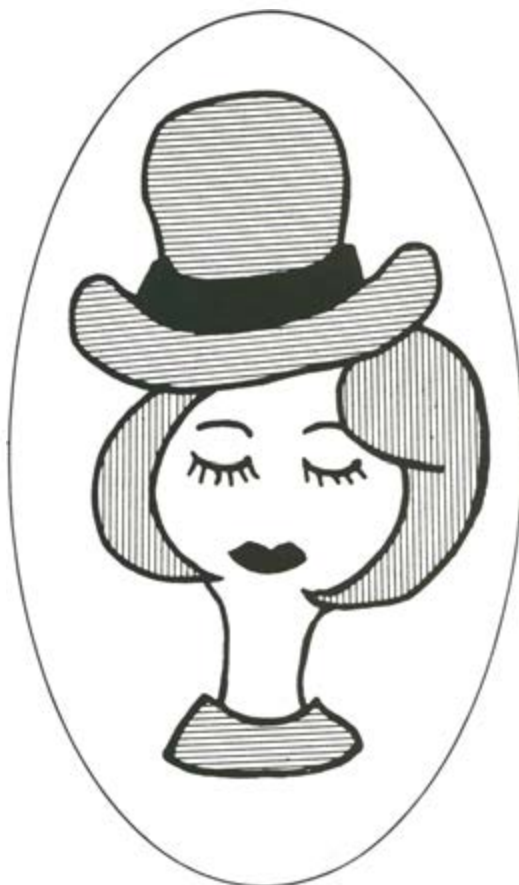
WE THANK

the following

Sections and Chapters

for their contributions to the

1970 POWER PUFF DERBY



CHAPTERS

- Alabama
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- Georgia
- \$Greater Kansas City
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- Southeast
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A SALUTE

to these Chapters
of the
Ninety-Nines
for hostessing
the En Route Stops

- Monterey Bay
- Fresno
- Las Vegas Valley
- Spanish Peaks
- Colorado
- Kansas
- Arkansas
- Cape Girardeau
- Kentucky Bluegrass
- Tri-Cities
- Eastern Penn

- *Chapter and Individual contributions
- **Individual contributions only
- \$ 5.00 or more per member
- \$\$10.00 or more per member

Contestant Sponsors



#2 Patricia B. Dietz with her sponsor, Robert D. Lee, Post Aviation Service Co., Santa Fe, New Mexico.



#5 Lucy Shattuck, pilot, Bob Cribbs – owner of Beeline Aviation, Inc. of Peterson Field, Colorado Springs, Colo., sponsor – and Janie Oesch, co-pilot.



#7 Lois Bartling, pilot and Marie Lewis, co-pilot. Sponsors: Sharp Electronic Corp., Carlstadt, N.J. and Cash Lewis Co., San Diego, Calif.



#8 Lois Rowland, Pres. Downtown Merchants Assn., Dale C. Mitchell, Mayor of Morro Bay, June Cunningham, co-pilot, Emily Cletsoway, pilot, Betty Sansom, Pres. Morro Bay Motel Assn. Sponsors: Morro Bay C of C, Boehm Realty, Jones Hospital Serv. and United Flight Service.



#11 Roy A. Decker, V.P. Gen'l Mgr. Mack Western, and Joan Steinberger, pilot. Sponsor: Mack Trucks, Inc., Allentown, Pa., "the Truck Capital of the World".



#17 Jerry B. Roberts, pilot, and Hal Roberts of Volney G. Bennett Lumber Co., Camden, N.J., sponsor.

Contestant Sponsors



#18 Susan Oliver, co-pilot and Margaret Mead, pilot.
Sponsor: Virginia Slims Cigarettes...
"You've Come a Long Way, Baby!"



#20 Dorothy Birdsong, pilot, Charles Birdsong
of Birdsong Motors & Beechcraft, Tampa, Florida, sponsor,
and Carolyn Kennedy, co-pilot.



#22 Rich-Air Co., Midland Texas, owned by Richard Henderson
is the sponsor of this team piloted by
Frances Collins with co-pilot Betty Rogers.



#25 Hazel McKendrick, co-pilot and Kathy Caston, pilot
with their sponsor - Aero Scott Aviation of Dallas, Texas.



#26 Pamela Vander Linden, pilot and Jean Forsyth Clyde, co-pilot.
Sponsors: Fallbrook Real Estate Co.,
Fallbroth, Calif. - Avocado Capital of the World, and
Forsyth Realty, Santa Rosa, Calif. - Heart of the Redwood Empire.



#32 Pat Connolly, Meadowlark Airsales; Dean Miller, Valley Paving;
Jim Venable, Venable Aircraft; Vince Sorbello, Beechwood Industries;
Nell Connolly, pilot; Wanda Miller, co-pilot;
Richard Chirek, Hemel Insurance Service.

Contestant Sponsors



#45 Esther Wright, pilot, with Anne Wagoner, Information Director for Holiday Inns, Inc., sponsor.



#1 Earl Gagosian, President Royal Inns of America, Inc., sponsor, with Marian Banks, pilot and Dottie Sanders, co-pilot.
Picture is of Earl's Seafood Grotto, Royal Inn at the Wharf in San Diego, Calif.



#21 Margaret Crump, Peggy Shinn and George Malanga of Mal-Bros. Contracting Co., co-sponsor along with West Products Corp.



#36 Virginia Wegener and Patricia Inwood sponsored by Ginny's Flying School of Brackett field.



#24 Gerry Krause and Pat Clark holding a sign showing their sponsors.



#79 Mona M. Budding sponsored by Burnside-Ott Aviation Training Center, Opa Locka, Fla.

Contestant Sponsors



#46 Connie Hood and Trish Marks sponsored by Fat City Cattle Co., Bareback Cattle, Inc., and El Toro Products.



#34 Louise White with Morton S. Cohn, VP of Public Relations of Asheville C. of C. and Bill Norwood, President of Western No. Carolina Pilots' Assn. Inc., co-sponsors of this entry.



#75 Barbara Johnson and Mary Pearson sponsored by Omni Aviation Managers, Inc.



#70 Mrs. Dolly Sussna (sponsor), Alma Hitchings (co-pilot), Ellie McCullough (pilot), Harry Sussna (sponsor and president of Level Line, Inc.) and Gov. Wm. Cahill of New Jersey (#1 Rooter).



#29 Mardo Crane and Helen Shropshire with James Frost (L) and Ken Manning (R), past and present Presidents respectively of Cupertino C. of C., co-sponsors along with Monarch Aviation, Inc., Monterey.



#43 Center - Audrey M. Schutte, pilot, and Marjorie L. Morong, co-pilot, with representatives of the Sarah Coventry organization, sponsor.

Contestant Sponsors



#58 Betty Wharton, pilot, Phyllis Schnell, sponsor and Lynn Coulthard, co-pilot.
Sponsor: Dairy Mart Farms, San Diego.



#87 Dottie Ports and Evelyn Snow with Billy Rowe.
Sponsor: Campbell Air Service, Vivian La.,
Champion Citabria Distributor.



#92 Jug Shoaf, President of Flightways Sport Aviation, Inc.,
sponsors along with Skyline Aviation, Inc.,
and Phyllis A. Pierce.



#50 Pilot Jeanne Given with Joe Solomon,
manager of Air Kaman of Omaha, sponsor.



Alice Hammond with Barbara Buchele, an Underwriter
with Airway Insurance, sponsor of this entry.



HATS OFF

*to the following
for their generous contributions
toward the success of the
1970 POWDER PUFF DERBY*

Financial

CHAMPION SPARK PLUG COMPANY, Toledo, Ohio
PIPER AIRCRAFT CORPORATION, Lock Haven, Pennsylvania
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COLORADO SPRINGS: MAYOR EUGENE McCLEARY and CITY COUNCIL
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N. S. SMITH TRUCKING SERVICE, Los Angeles, California
CHEMETRON CORPORATION/ZEP AERO SYSTEMS, El Segundo, California
VOLNEY G. BENNETT LUMBER COMPANY, Camden, New Jersey
NATIONAL AERO CLUB, Ann Arbor, Michigan
AVIATION INSURANCE MANAGERS, INC., New Orleans, Louisiana
CROSSROADS TRAVEL SERVICE, INC., Oak Park, Chicago, Ill.
ACR ELECTRONICS, Carle Place, New York
YORK LUGGAGE CORP., Lambertville, New Jersey
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TRW SYSTEMS, INC., Redondo Beach, California
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Sponsor Hosts

START – MONTEREY BAY CHAPTER OF THE NINETY-NINES, INC.
TERMINUS – EASTERN PENNSYLVANIA CHAPTER OF THE
NINETY-NINES, INC.



WINNERS 1969 POWDER PUFF DERBY: First Place, Mara Culp, Solo, center; Second Place, Carol Simons, co-pilot, left, and Virginia Wegener, pilot, right.

CURTAIN CALL



Third Place, Marian Banks, pilot and Thon Griffiths, co-pilot.



Fourth Place, Helen McGee, pilot and Laverne Gudgel, co-pilot, with Barry Goldwater, Jr.



Fifth Place, Marian Jayne, solo.

THE 1969 POWDER PUFF DERBY

Ninety-two sleek race aircraft, were flagged off at Lindbergh Field, San Diego, by BOB SANDERS, after a take-off delay due to fog. Preceding the formal start, "6 foot" SNOOPY flagged off MR. WALDO WATERMAN in his Chevy Bird, almost as early a vintage as his solo in 1909. As the frail craft rose from runway 13, a huge jet streamed in on final for a crossing runway, giving the grandstand spectators an unforgettable scene of aviation spanning 60 years.

Although competition is keen, good sportsmanship prevailed with more experienced pilots taking off from designated refueling stops, then calling back first-hand reports to those behind, contributing to the safety of the 42% of the pilots who had never before flown this transcontinental race. JOAN STEINBERGER, Goleta, Calif. sacrificed 20 precious minutes circling to serve as communications contact for another entry who was out of tower range and low on fuel, and was among those who were forced out of the running due to weather.

Clear skies with 50 miles visibility permitted the oxygen equipped planes to seek high altitudes with good strong tailwinds. By Midwest, the second day, sifting bad weather fronts and thunderstorm laden skies forced 38 crews to arrive after deadline, or hop on commercial jets to attend the festivities in Washington, D.C. Highlight was the tea in the White House at which MRS. RICHARD M. NIXON received the racers.

CONGRESSMAN BARRY GOLDWATER, Jr. (Calif.) presented the trophies and prize money to the winners at the Awards Banquet. Honored guests included CONGRESSMAN W. C. DANIEL, (Va.), HONORABLE JOHN H. SHAFFER, Federal Aviation Administrator and MR. DAVE THOMAS, Deputy Administrator.

Place	Name	Airplane	Score	Place	Name	Airplane	Score
1	Mara K. Culp	Piper PA24	35.38	6	Mary Ann Noah	Piper PA24	24.41
2	Virginia Wegener	Cessna 210J	28.89	7	Margaret Reid		
	Carol Simons			7	Marian Burke	Piper PA28	22.82
3	Marian Banks	Piper PA24	28.32		Irene Young		
	Thon Griffiths			8	Jan Gammell	Piper PA24	22.80
4	Helen McGee	Piper PA28	26.65	9	Trish Marks	Cessna 210J	22.00
	Laverne Gudgel	Cherokee			Dell Hinn		
5	Marian Jayne	Piper PA30	25.61	10	Pamela VanderLinden	Piper PA28	19.50
					Ruth M. Kniefel		

PLAN NOW TO FLY

the 25th ANNIVERSARY

POWDER PUFF DERBY

SPECIAL CATEGORIES PLANNED – ADDITIONAL AWARDS

START FROM CALGARY, ALBERTA, CANADA, JULY 5th

TOUR BANFF & THE CANADIAN ROCKIES
SEE A REAL WESTERN RODEO
ENJOY A RANCH BARBEQUE
BREAKFAST AT THE FAMOUS REVOLVING
RESTAURANT "HUSKY TOWER", 626' IN THE AIR
TAKE-OFF BANQUET SATURDAY, JULY 3, 1971
AT THE PALLISER HOTEL – OFFICIAL START HEADQUARTERS
FOR INFO. WRITE ALBERTA NINETY-NINES, BUILDING 20
CALGARY INTERNATIONAL AIRPORT, CALGARY 67, ALBERTA, CANADA

TERMINATE AT BATON ROUGE, LOUISIANA, JULY 8th

MINGLE WITH THE SOUTHERN BELLES AT A
GARDEN PARTY ON A PLANTATION
CRUISE ALONG THE RIVER ON A RENOWNED
MISSISSIPPI RIVER BOAT
AWARDS BANQUET SATURDAY, JULY 10, 1971
AT THE WHITE HOUSE INN, OFFICIAL TERMINUS HOTEL
FOR INFO. WRITE TO PAT WARD
TERMINUS HEADQUARTERS, WHITE HOUSE INN,
ROOM 501, BATON ROUGE, LOUISIANA





ODE to the AWTAR

It all began, I suppose, when the International Air Exposition and Pilots' Reunion was staged at Fairfax Airport, Kansas City, September 21-29, 1929. I was a wide-eyed youth, agog watching all the activities. Among others, Mildred Kauffman won one of the women's pylon races flying an American Eagle biplane. In another, Ruth Haviland and Laura Ingalls flew a pylon race using Kansas City manufactured Inland Sports. Several months later, my brother and I had our first airplane ride with Nora White, the Heart of America's third woman pilot, in an OX-5 Waco 10 – it was then I became a confirmed admirer of all women who fly! Both Mildred Kauffman and Nora White were charter members of the Ninety-Nines, helping with the founding of a great organization, one in which you all can be justly proud.

Those were the days when a city was considered unique if it could muster three or four women pilots on its roster. A far cry from today now that you are legion, and a change for the better as the femme representation has become an integral part of General Aviation.

The Country's prime air race, the AWTAR, has been a boon to Aviation since its inception, and the impact has been increasingly apparent as the years progress. It has been a real privilege to be a regular Powder Puff Derby booster, and my small contributions have been repaid time and again. How else can you account for the thrill of hearing from some of the top contenders after congratulatory notes have been offered?

Acknowledgments, in part, have read, "Would love to see your collection sometime. Maybe I can one day . . . Why don't you try to join the racers at the terminus sometime . . . How wonderful to find people like you that show an active interest in the PPD . . . The most beautiful flight I have ever made in any race was my flight into Seattle before the '66 AWTAR. Your Mt. Rainier is most spectacular! . . . Enjoyed my stay in Seattle and the Indian lore very much. As for the weather delay, that was just 'one of those things' . . . We are working towards being in the top five next year . . . Meant to send a card, but when we race it's just really race and that's about all."

In short, I love you all – Viva the Ninety-Nines and the AWTAR.

Here's to blue skies, smooth air and favoring winds!


Glenn Buffington
Aviation Historian

"HAM" RADIO NET



Cmdr. Thomas N. Fortenberry W4HBY, Lt. Warren A. Norman, Jr. WA6KZQ, Frank Girard W6011, Prof. W. C. Smith K6DYX



Mrs. Carolyn Currens, W3 GTC, is chairman of the "Ham" Radio Net for the 13th 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.



Jerry Mann W7VYC



Rose Marie Lewis WAØMNL



Ned Thompson KØLL



Howard W. Sander WB4KKW



Pat Schafer K4Q10



Rose Ellen Bills WA2FGS



Jim McEwen W8GUL

Monterey, Calif.
Frank M. Girard W6 OII Chairman
Navy Post Graduate Radio Club

Fresno, Calif.
Jeff Huselid WB6 ZBX
Fresno Amateur Radio Club

Las Vegas, Nev.
Jerry Mann W7 VYC
Las Vegas Amateur Radio Club

Page Arizona
Carl Hutton W7 MSC

Farmington, New Mexico
Quentin R. Galbraith K5 TVC
Totah Amateur Radio Club

Colorado Springs, Colo.
Rose Marie Lewis WAØ MNL

Hutchinson, Kans.
Glen McPhinney KØ SHB
Hutchinson Amateur Radio Club

Springfield, Mo.
Edmund B. Thompson KØ LLJ
South West Missouri Amateur Radio Club

Dyersburg, Tenn.
Howard W. Sander WB4 KKW
Dyer County Amateur Radio Club

Louisville, Ky.
Mrs. Pat Schafer K4 QIO

Morgantown, W. Va.
James E. McEwen W8 GUL
Monongalia Wireless Assoc.

Bristol, Pa.
Mrs. Rose Ellen Bills WA2 FGS
Penn-Jersey YL Club and Penn Wireless Assoc.

WELCOME TO THE MONTEREY PENINSULA

and
CALIFORNIA'S CENTURY III
from
THE MONTEREY BAY CHAPTER NINETY-NINES



MONTEREY BAY CHAPTER 99s — Back row l to r: Mary Ann Clark, Reece Foxen, Mimi Jenkins, Dolores Boyman, Helen Davis, Margaret Dusha, Mary Ellen Eisemann. Second row: Sue Johnson, Judy Dake, Jo Dieser, Nancy Moranda, Dell Hinn, Joann Husted, Sally Plummer. Front row: Olga Scheffler, Marge Thornburg, Connie Hood, Geneva Cranford, Helen Shropshire, Ruth Huston, Joanne Aiello, Geri Halfpenny.

Start Program of Events

June 27, Saturday

9 - 5 Impound and inspection of race aircraft
Hearst Castle Tour (Leave 8:30 a.m.)

June 28, Sunday

9 - 5 Impound and inspection of race aircraft
Brunch — Highlands Inn

June 29, Monday

9 - 5 Impound and inspection of race aircraft
(Impound deadlines 5 p.m.)
7 - 9 p.m. Contestants' Reception, Holiday Inn,
Monterey

June 30, Tuesday

9 - 5 Inspection Race Aircraft
9:30 - 12:30 Special Aviation films — slanted to new
racers and guests.
2 - 4:30 p.m. 17 Mile Drive Tour
All Day Shopping Del Monte Shopping Center
Golf or Fishing
Evening on Cannery Row

July 1, Wednesday

9 - 5 Inspection Race Aircraft
2 - 4:30 p.m. 17 Mile Drive Tour
6:30 p.m. Friendship Hour, Del Monte Hyatt House
7:30 Race Start Banquet, Del Monte Hyatt
House

July 2, Thursday

9 - 11:30 Ed'l Briefing — Mandatory for all racers.
Guests welcome.
12 - 1:30 Luncheon, Flower Arranging
Demonstration, Mark Thomas Inn
2 - 5 Pilot's Briefing (Closed — racers only)
6:30 - 8 Reception for all girl-type pilots, whose
original license is dated 1940 or before
Del Monte Hyatt House

July 3, Friday

6:30 a.m. Take-Off Breakfast, Del Monte Hyatt House
7:30 Transportation to Monterey Peninsula
Airport
8:30 Band Concert, Ft. Ord Army Band
9:15 Presentation of the Colors
Ft. Ord Color Guard
9:25 Blessing of the Race Fleet
Rev. Edgar Weakland
Father Brendan McGuinness
9:55 Take off Pace Aircraft, Ivon Painter, pilot
10:00 Race Start

THE MONTEREY PENINSULA

As the Powder Puff Derby marks its 24th year, that territory, now known as the Golden State of California, celebrates the 200th anniversary of its founding. This is also the bicentennial year of Old Monterey, hub of the jewel-like Monterey Peninsula. Monterey, the site of the first capital of California under Spanish rule, has been designated honorary capital of the State for this inspiring year.

Golf courses numbering a baker's dozen dominate the Peninsula, and it is rightfully known as the Golf Capital of the World. Important tournaments are held yearly, but the most unique is the Crosby Pro-Am. Major auto racing is a bi-annual event at the Laguna Seca Race Track. Headquarters for the U.S. Parachute Association is on Cannery Row. But, Monterey keeps faith with her past with a Merienda, held each June 3 as a birthday celebration.

The Old Presidio of Monterey houses the Defense Language Institute, where select members of the Armed Forces receive intensive training in the cultures and languages of twenty nine foreign nations. The Navy Post Graduate School is located on the grounds of the famous old Del Monte Hotel. Here, also, is to be found the Fleet Numerical Weather Central, the control center for the global naval environmental data network.

Carmel, village of quaint shops, where streets and houses are built *around* the trees, is the home of the annual Bach Festival. Padre Junipero Serra, founder of the California Missions, rests in eternal peace in the shelter of his most beloved Mission of San Carlos de Borromeo del Carmelo.

Pacific Grove, built on a piney-wooded hillside, levies a fine of \$500.00 for molesting a Monarch butterfly. Each July the City honors its heritage with the Feast of Lanterns. Marine biologists from the world over come to the Hopkins Marine Station, a branch of Stanford University, to do research along her beautiful shoreline.

Linking these two small cities is the picturesque Pebble Beach area. Inland from Carmel, sunny Carmel Valley provides ample space for genteel country living. Seaside, the fastest growing community on the Peninsula, plays host to its neighbors each year with a bang-up Fourth of July celebration.

Bounding this Circle of Enchantment to the northeast is Ft. Ord, to the east, the Salad Bowl of the Nation, Salinas Valley and stretching far to the south, the rugged Big Sur country.

With the many contributions of women in aviation and their great potential in this field, it is entirely fitting that AWTAR 1970 should have its start from the Monterey Peninsula as a part of California's step into Century III.

SPECIAL THANKS TO:

The generosity of the following made the 1970 Race Start from the Monterey Peninsula possible:

AVIS Rent A Car System
Monarch Aviation, Monterey Peninsula
Airport
Del Monte Shopping Center, Monterey
Cannery Row Merchants, Monterey
Monterey Peninsula Airport Board
Feast of Lanterns, July 22-26,
Pacific Grove
Pacific Grove Chamber of Commerce
Monterey Peninsula Airmen's Assn.
San Fernando Valley Chapter 99's
San Benito Air Service, Hollister
Carmel Valley Golf & Country Club
Fat City Cattle Company, Gonzales
United California Bank, Pacific Grove
Office

FAA (SNS FSS, MRY Control Tower)
Monterey Peninsula Cadet Squadron 79
C.A.P. Auxiliary to U.S. Airforce
San Joaquin Valley Chapter 99s
Santa Clara Valley Chapter 99s
San Diego Chapter 99s
El Cajon Chapter 99s
Palomar Chapter 99s
Bakersfield Chapter 99s
Mt. Diablo Chapter 99s
Del Monte Lodge, Pebble Beach
Del Monte Hyatt House, Monterey
Casa Munras Hotel, Monterey
Highlands Inn, Carmel
Travelodge, Monterey
San Carlos Hotel, Monterey

Holiday inns, Carmel & Monterey
Mark Thomas Inn, Monterey
Dutch Motor Lodge, Monterey
LaPlaya Hotel, Carmel
California Beef Council
Old Monterey Bicentennial
California Bicentennial
Naval Post Graduate School
Amateur Radio Club
Monterey Peninsula Boy Scouts
Mardo Crane
Mrs. B.F. Harrison
KNTV-Channel 11, San Jose
Dan's Mobile Home Sales, Inc.,
Salinas
Naval Air Facility, Monterey

TAKE-OFF

From a jeweled setting on the blue Pacific, the 24th annual POWDER PUFF DERBY will take off from MONTEREY PENINSULA AIRPORT, MONTEREY, CALIFORNIA on July 3, 1970. Even as men in space, these women pilots will experience the breathless beauty of the United States in their race of 2760 miles by July 7.

The race is open to all qualified women pilots flying stock model, fixed-wing, single or multi-engine aircraft, 145-450 horsepower. Only daylight flying in VFR (contact) weather, as defined by the Federal Aviation Administration, is permitted. Winners are determined on a handicap basis, "par speeds" having been established based on figures available from manufacturers' data for each make and model of aircraft. Since take-offs are in order of entry, winners cannot be known until all planes have crossed the finish line.

Climb out will soon take them over the fruited farms of FRESNO, the first of ten en route stops officially designated for refueling and remaining overnight. FRESNO CHANDLER FIELD is one mile west of the city at an elevation of 281'. Fresno County is rated as the agricultural center of the world and the raisin capitol of the world. Close by are Yosemite, Kings Canyon, Sequoia and the General Grant tree.

The Ninety-Nines' Stop Chairman is Helen Smith. The airport manager is Wilmer Garrett; Bob Cox, Jack Patrick and Bob Asbury serve as the FAA inspectors; Ed Stone, the tower chief; Tom Crossen, the weather chief; and Harold Jackson, the FSS chief. The chief NAA timer is Jean Patane, assisted by Voline Dodgson. Fresno Chapter Chairman is Violet Huckleberry.

◀ L to R: Kathie Muller, Voline Dodgson, Theola Nutt, Helen Smith, Mary Wilder and Kathie McNamara.

◀ L to R: Norma Gunderson, Carole DePue, Fran Johnson.

Racers will point their noses into the blue to clear Mt. Whitney's 14,000' peak. They will overfly the blinding gleam of Death Valley before letting down into star-studded LAS VEGAS. NORTH LAS VEGAS AIR TERMINAL is located four miles Northwest of the famous "Las Vegas Strip" the "Entertainment and fun capitol of the world". The field has 24 hour fuel and services including a restaurant and motel. There are three hard-surfaced runways. Elevation is 2200'.

Harold Jones is Airport Manager for Hughes-Nevada Airport Operations; Arthur E. Romaine is the FAA Supervising Inspector. The Stop Chairman is Carole DePue of the Las Vegas Valley Chapter of the Ninety-Nines, assisted by Norma Gunderson, the Chapter Chairman, who is also an official NAA Timer. Chief NAA Timer is Margaret Moore.

Eastward over the desolate beauty of a last frontier with its intricate spires and serrated ridges, the brilliant red sandstone of the Valley of Fire, and the goosenecks of the river canyons, the racers arrive at the foot of the penetrating blue, serpentine Lake Powell at Glen Canyon Dam and PAGE, Arizona. PAGE AIRPORT at an elevation of 4310' is located 1/2 mile north-east of the city and 2 miles east of Glen Canyon Dam and Lake Powell – "the most beautiful lake in the world."

Stop Co-ordinators are Dora and Royce Knight. The NAA official Timers are Juanita Newell, Melba Beard and Dorothy Ward. Melvin C. Swan is the FSS Chief.

Juanita Newell
and Melba Beard.



L. to R.: Peg Noltensmeyer,
Naida Border, Berniece Swartz.



Continuing along the north rim of the rainbow-hued mighty Grand Canyon, contestants will enjoy unlimited visibility encompassing Zion National Park with deep purple gorges, sculptured Bryce Canyon, Rainbow Bridge – "one of the seven natural wonders of the world", – Monument Valley with its red cliffs, and volcanic Shiprock before arriving at booming FARMINGTON, New Mexico, "Energy Capitol of the World."

Stop Co-ordinator is Charles T. Patten of the Farmington C. of C.; Airport Manager is G. R. Williams; Curry E. Ellison is the Tower Chief. Naida Border is the Chief NAA Timer assisted by Berniece Swartz and Peggy Noltensmeyer.

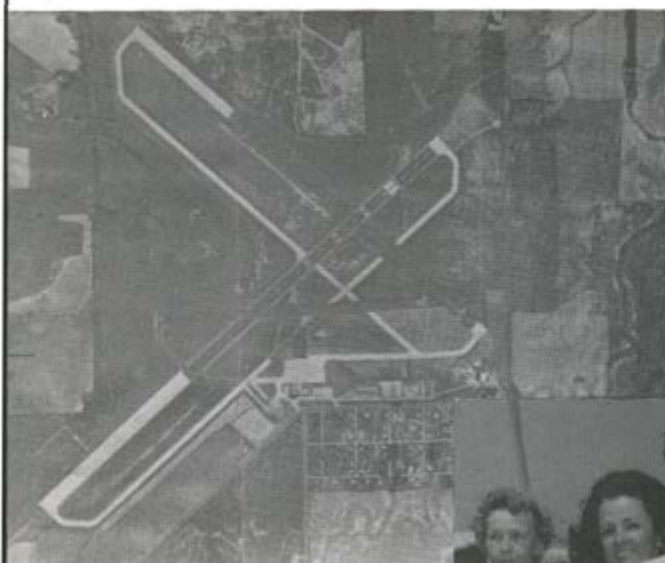
From here it's still high country with a let-down over the Navajo Trail for a MUST FLY-BY at Johnson Field, WALSENBURG, Colorado in Spanish Peaks Country. Eugenia Heise is the Chief NAA Timer assisted by Mabel Anesi and Cindy Carson. Anne Courtright is Chairman of Spanish Peaks Chapter and Gertrude Howard is the Secretary. Dean L. Shipley is Chief of FSS and G. A. Parker is Chief Air Traffic Branch, Denver.

Then the racers head for a MUST stop at PETERSON FIELD, COLORADO SPRINGS in the shadow of 14,110' Pikes Peak. The city itself is on a gently rolling plateau of 6,035'. PETERSON FIELD is just east of the city. The mild climate and the unlimited recreational opportunities afforded by the Rocky Mountains are two most valuable assets.

The Ninety-Nines' Stop Chairman is Pauline Meighen and Lucile Shattuck is co-Chairman. Marilyn Nordstrom is Chief NAA Timer assisted by Helen Choun and Marilyn Pfleeger. Aviation Director is Frank Ladwig, Tower Chief John F. Keleher, FSS Chief is A. E. Hess, and D. E. George is MIC.

L. to R.: Pauline Meighen, Marion
Hein, Marian Gabrish, Dorothy
Meyers. Not pictured: Rhea Allison
and Marilyn Nordstrom.





The desire to linger in the Garden of the Gods, red monoliths scattered among green fields, and at the architecturally beautiful Air Force Academy, must be denied as the longest leg, 375 miles, into HUTCHINSON, Kansas, and more than half the route still lie ahead. Gleaming as a rare jewel in the setting of green or golden wheatland, HUTCHINSON is a community with a proud past, prosperous present and exciting future. Situated in the center of the nation at an elevation of 1524' it is surrounded by rich farm, cattle and oil production land.

The Ninety-Nine Stop Chairman is Garnett Hastings and Mary Aikins and Hazel Guy are the official NAA timers; Darrell Luman is Manager; Ralph Shepherd the Airport Street Superintendent; and B. L. Abram is the FAA Operations Chief. Tower Chief is Carl H. McCrary; FSS Chief is Warren P. Hurst.



◀ L. to R. Hazel Guy, Mary Aikins, Garnett Hastings.



Contestants may press onward without oxygen if lower winds are favorable, into SPRINGFIELD, Mo. SPRINGFIELD MUNICIPAL AIRPORT, 1267', is located within the city limits, and is one of the finest midwest airports. SPRINGFIELD is the major distribution point in the midwest due to its strategic location between Kansas City, St. Louis, Wichita, Tulsa, Little Rock and Memphis. It is in the very heart of the vast Ozark playground.

Frederick C. Ford, the Director of Aviation, is 24, the nation's youngest airport manager; L. J. Cooling is the FAA Operations Chief; Beverly Harp is the Ninety-Nine Stop Chairman; Charles Pfander is Tower Chief; Hugh Hayes is FSS Chief; and Ray Nelson is with Weather Bureau. JoAnn Reindl is the Chief NAA Timer assisted by Ruth Stafford.



◀ L. to R.: Ruth Gray, Aline "Kay" Newth, Beverly Harp.



A huge welcome awaits the racers at the mandatory stop - DYERSBURG, Tenn., in "Davy Crockett country." The famous woodsman was attracted by nearby Reelfoot Lake formed by a series of earthquakes in 1811-12, largest in the history of the continental U.S.A. DYERSBURG, located on the Chickasaw Bluffs 18 miles east of the Mississippi River, has 15,000 residents who will be your hosts thru the DYERSBURG Jaycees and the Greater DYERSBURG-DYER County C. of C. The airport has an elevation of 337' and is 4 miles south of the central business area. The field restaurant is operated by Ninety-Nine Evelyn Braese, 99 Chapter Chairman, and her husband, Bill, is airport manager and FBO.

Stop Chairman for the Cape Girardeau Area Chapter Ninety-Nines is Mary Boyd and Nadine Heuer is co-chairman. Millie Limbaugh is the chief NAA timer assisted by Evelyn Braese and Charmiane Freeman. Joe Boyd will represent the C. of C. and Tommy Walker the Dyersburg Jaycees. W. H. Richardson is Chief ESS and James Arthur will be the operator of the temporary tower. Joe Walker will serve as Weather Chief and Mack C. Hogan as FAA Safety Inspector. James Arthur is the Tower Chief and Carrol C. Williams is the FAA Maintenance Inspector.



◀ L. to R.: Nell Rice, Sue Burgord, Charmiane Freeman, Millie Limbaugh, Evelyn Braese, Karen Williams.

Now a take-off on a northeast heading for historic LOUISVILLE, Ky., "Belle of the Bluegrass," which combines midwestern vigor with southern charm. It was here from the Falls of the Ohio that the Lewis & Clark Expedition began its westward trek.

Virginia Chamberlain is the Ninety-Nine Kentucky Bluegrass Chapter Chairman and also Chairman of this Stop, assisted by co-chairman Bobbie Kletter; Airport Manager is Joseph Kottak; FAA's Eugene H. Miller and Tredgar R. Smiley will be on hand. Lynam Bruce is the Acting Tower Chief, Sumner Loomis the FSS Chief and John Burke, MIC. Janice Kuechenmeister is the Chief NAA Timer assisted by Evelyn Arnott.



L. to R.: Joseph Kottak, Virginia Chamberlain, Jo Anna Kinnison, Marie Reiss, Jack Bruce.



Off and upward the racers will press to MORGANTOWN'S splendid airport set atop one of the verdant hills of West Virginia. Founded in 1758, MORGANTOWN, surrounded by some of the richest coal fields, is the home of West Virginia University and site of the finest glass works. MORGANTOWN Municipal Airport is 2 miles northeast of downtown Morgantown, and is at an elevation of 1240'. A \$2.5 million airport improvement program has just been completed including a new runway, parking areas, terminal building, flight service station and hangars.

The Airport Manager is James Ashburn; FAA Supervising Inspector is Paul French; and Bud Diekman is the FAA Maintenance Inspector. Patsy Galloway is the Ninety-Nine Stop Chairman assisted by co-chairman Evelyn Richards; and the official NAA timers are Adelaide Tinker, Chief, assisted by Ruth L. Johnson and Libby Dunne. L.J. Pearce is the Tower Chief and James Coleman is the FSS Chief.



L. to R. Major Louis D'Amico, Libby Dunne, Joel Hannah, Weyman Coe, deceased, Mary Blake, James Coleman and Patsy Galloway.



The final lap is a hurdle over the sprawling Allegheny Mountains into the 3M Airport, BRISTOL, where the Pennsylvania Turnpike Bridge over the Delaware River connects Lower Bucks County with New Jersey. Here, atop their tower, the Timers will click off the final seconds for each plane as its crew flashes past the glorious orange finish line, salute to a challenge accomplished.

Supplementing the Amateur Radio Net is the standard communications offered by the Federal Aviation Administration. Vital weather data and forecasting services needed for en route planning will be provided by the U.S. Environmental Science Services Administration.

The race, managed by an eight-woman Board of Directors, AWTAR, Inc. (a non-profit corporation) is sanctioned by the National Aeronautic Association and endorsed by The Ninety-Nines, Inc., International organization of licensed women pilots.



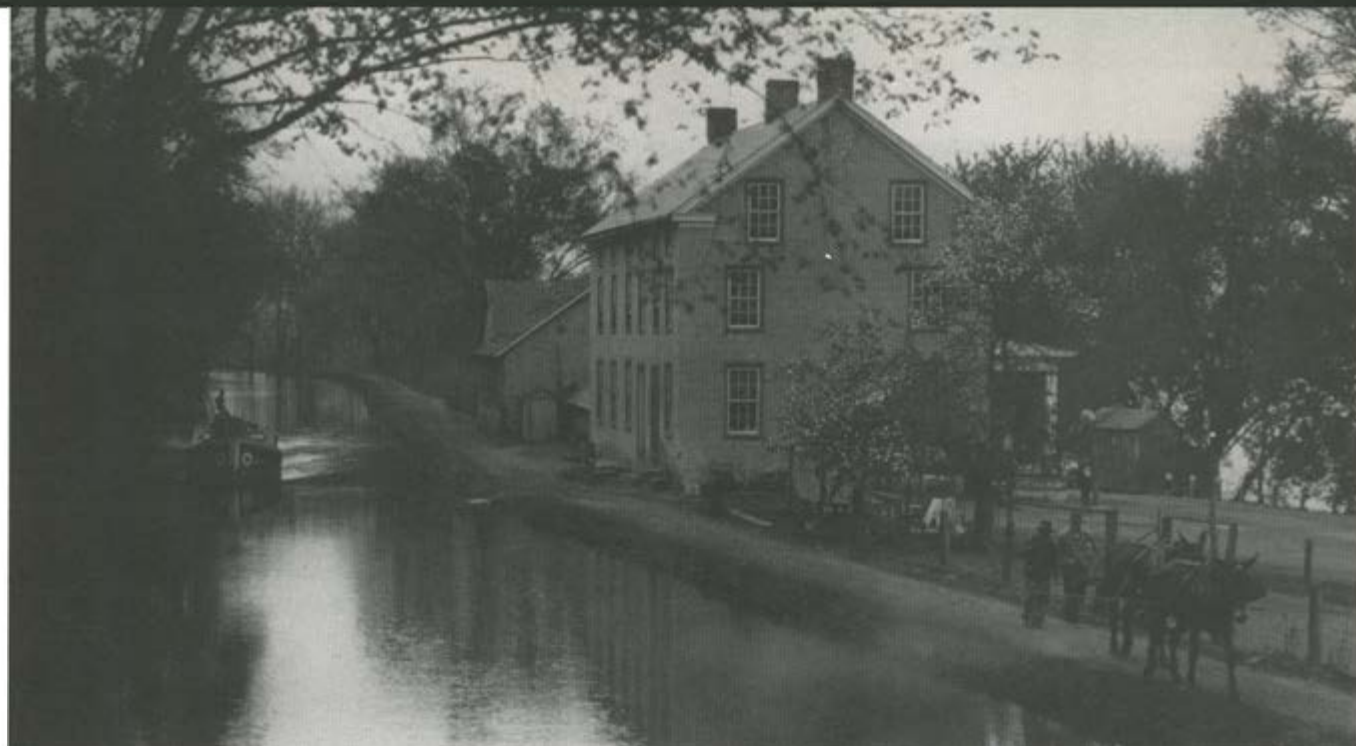
L. to R. Katherine Macario, Operations; Beth Sturtevant, Social Activities; Betty Way, Hospitality; Ann Lemmon, Program Sales; Libby Duval, Transportation; Yvette Hortman, Terminus Chairman; Elyse Chapman, Terminus Co-Chairman; Carol Koczon, Banquet; Carolyn Currens, HAM Radio Coordinator; Joan Bertles. Not shown: Mary D'Angelo, Publicity; Ann Shields, Youth Support; Nancy Diemand, Ways & Means; Catherine Grover, Chairman, Maryland Chapter, Hotel Registration; Barbara Farquharson, Inspection; Alberta Peterson, Impound.

THE EASTERN PENNSYLVANIA CHAPTER
WELCOMES YOU
 to the
TERMINUS
 at 3M AIRPORT
 in
GREATER DELAWARE VALLEY

Special thanks to —

Vanity Fair
 Philadelphia Chapter of the Aero Club
 Lower Bucks County Chamber of Commerce
 Flannery's Constellation Lounge, Penndel, Pa.
 New Jersey Pilots Association
 Mrs. Edward Marshall Boehm, Washington's Crossing, New Jersey
 Philadelphia Electric Company

also the Ninety-Nines' Chapters of El Cajon and San Diego, California,
 Washington, D.C., Maryland, Eastern Pa., and Middle East Section



The New Hope Canal

THE DELAWARE VALLEY AREA encompasses a 15-county, tri-state region: Bucks, Chester, Delaware, Montgomery and Philadelphia counties in Pennsylvania; Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Mercer, Ocean and Salem counties in New Jersey; and New Castle county in Delaware. Industrial development here is enhanced by bountiful natural resources combined with the far-reaching influences of surrounding metropolitan areas.

SCHEDULE OF EVENTS

THE 1970 POWDER PUFF DERBY TERMINUS

BRISTOL, PA.

HEADQUARTERS: THE HOLIDAY INN, TRENTON, NEW JERSEY

Saturday, July 4	FOR EARLY ARRIVALS Governors' Suite Combined Registration and Hospitality Suite opens at Noon
Sunday, July 5	Schedule of church services available Dinner at Trenton Holiday Inn on individual basis
Monday, July 6	Cocktails at Flannery's Constellation Lounge 6 P.M. followed by Buffet Supper
Tuesday, July 7	New Hope Trip and Luncheon 9-12 Noon Tour of Boehm's Aviary 2 P.M.
Wednesday, July 8	Luncheon and Fashion Show courtesy of the Lower Bucks County Chamber of Commerce 12 Noon Pilots' Debriefing 4 P.M. Barge Trip and Dinner 7 P.M.
Thursday, July 9	Philadelphia Tour and Luncheon 9-12 Noon Hosts: Philadelphia Chapter of the Aero Club. Cocktail Hour 7 P.M. AWARDS BANQUET 8 P.M.



Left to Right: Mrs. Betty Gillies, Pilot of Official POWDER PUFF DERBY Ship; Mrs. Marian Banks, who placed third; Mrs. Aileen Freeman, Co-Chairman of the Start; Mrs. Richard M. Nixon; Mrs. Isabelle McCrae, Contestant; Mrs. Darlene Sanders, Contestant; Mrs. Betty Wharton, Contestant; Mrs. Terry Vasques, Contestant. All from the San Diego area, California.

Greatest of all honors paid the racers occurred in July 1969 when Mrs. Richard M. Nixon, wife of the President of the United States, graciously entertained the POWDER PUFF DERBY contestants and Officials at a Reception and Tea in the State Dining Room in the White House, Washington, D.C. following the race from Lindbergh Field, San Diego, California to Dulles International Airport at the Nation's Capital.



HONORARY STARTER

Trudy Cooper has had practice in send-offs when she waved her astronaut husband off into space. This year at Monterey, California at 10:00 A.M., July 3, she will flag off TAR #1 with a flourish.

A native of Kent, Washington, Trudy obtained her private pilot's license while attending the University of Hawaii. Gordon, whom she met while both were students there, was encouraged by her to complete his training. Trudy has around 300 hours of pilot time and looks forward to increasing her flying now that their two daughters, Cam and Jan, are in college.

MRS. L. GORDON COOPER, JR.



#1

PILOT (L): MARIAN BANKS, San Diego California
CO-PILOT (R): DARLINE "DOTTIE" SANDERS, Santee, California
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Royal Inns of America, Inc.; Jolly King Restaurants, San Diego, California

The first plane to whiz by the starting flag will be piloted by Marian flying in her fifteenth TAR. She has placed in three. Marian has a Commercial license with SMEL, Instrument, Flight Instructor ratings and 1790 hours. Her doctor husband, Gerald, is a pilot. Marian is Bd. Member of NPA, as well as secretary of the San Diego Aero-Space Museum Board. She served on the AWTA Board from 1960-68. Memberships: AOPA, NPA, San Diego Chapter of the 99's.

Dottie is also flying her fifteenth TAR and has a private license with an Instrument rating and 1550 hours. Her husband, Bob, is well known to all the POWDER PUFFERS as the official starter for this and many TARs. He taught Dottie to fly and they now live next to Gillespie Field with their plane hangared in their yard. Memberships: AOPA, El Cajon Valley Chapter of the 99's.



#2

PILOT: PATRICIA B. DIETZ, Los Alamos, New Mexico
AIRPLANE: Cessna 210 285 h.p.
SPONSOR: Post Aviation Service Company, Santa Fe, New Mexico

Pat is flying her first TAR. She has a Commercial license with Instrument rating and 900 hours. She works as a registered nurse and does charter flying for her sponsor and with her pilot husband, R.J. Dietz, travels to Baja California for scuba diving. Memberships: Voladores del Rio Grande American Nurses Ass'n., Santa Fe Area Chapter of 99's.



#3

PILOT (L): ANTOINETTE "TONI" KUHN, San Carlos, California
CO-PILOT (R): PATRICIA L. APPEL, San Mateo, California
AIRPLANE: Piper Comanche PA 24 250 h.p.
SPONSORS: A-1 Transmission, Redwood City; Peninsula Aviation, San Carlos, California

Toni, in her first TAR, has a Commercial license, SMEL, Instrument, Ground Instructor ratings and 600 hours. She is a charter pilot for Peninsula Aviation and often flies her pilot husband, Dale, on his traffic reports. They have three children. Her 99 Chapter team lost a soft ball game to the S.F. Giants but from this benefit won \$1000 for aviation projects. Memberships: AOPA, NAA, Peninsula Airmen's Ass'n., Golden West Chapter of 99's.

Pat, co-pilot in her first TAR, has a Commercial license with Instrument and Ground Instructor ratings and 350 hours. Her husband, Charles, is a pilot and they have one child. Pat sometimes flies Dale Kuhns on his traffic chores and played right field against the Giants and glad to report all flies went to left field. Memberships: AOPA, Golden West Chapter of the 99's.



#4

PILOT (R): DR. MARJORIE K. POOL, Wormleysburg, Pennsylvania
CO-PILOT (L): FRANCES E. De HAAN, Camp Hill, Pennsylvania
AIRPLANE: Piper Comanche PA 24 250 h.p.

"Martie," flying her first TAR, has a Private license with Instrument rating, SMEL and 826 hours. She is a semi-retired pediatrician and runs Well-Baby clinics on a volunteer basis. Her doctor husband, Champe, is a pilot and has built a Smith Miniplane which he will enter in competition. "Martie" will no doubt add this to her list of aircraft flown. They have three sons. Memberships: Central Pennsylvania Chapter of the 99's.

Fran is flying her second TAR and has a Commercial license with Flight and Ground Instructor ratings and 550 hours. She and her pilot husband, Abel, have three children and one grandchild. Her aircraft experience ranges from Aeroncas to Air Force T-33 and T-34s. Memberships: AOPA, Central Pennsylvania Chapter of 99's.

1970 Contestants

#5

PILOT (L): LUCY SHATTUCK, Colorado Springs, Colorado
CO-PILOT (R): JANIE OESCH, Colorado Springs, Colorado
AIRPLANE: Piper Cherokee PA 28 235 h.p.
SPONSORS: Aero Colorado, Inc.; KVOR AM-FM Radio Station; Maytag Aircraft Corp.; Beeline Aviation, Inc., Colorado Springs, Colorado

Lucy is flying her second TAR and has a Commercial license with 450 hours. She started flying in 1943 but college and a family took her out of the air. When her husband, James, and their oldest son started to fly in 1967, she joined them. Her youngest son expects to solo glide on his 14th birthday. There are three other children. Memberships: AOPA, Silver Wings, Colorado Aviation Historical Society, Pikes Peak Chapter of the 99's.

Janie is flying in her first TAR and has a Commercial license, Glider rating and 230 hours. She is assistant manager at the USAF Academy Aero Club and has received the National, Absolute and Gain, Altitude Class D2 Glider record award. She has two children. Memberships: SSA, Pikes Peak Chapter of the 99's.



#6

PILOT: VALERA G. JOHNSON, St. Clair, Missouri
AIRPLANE: Bonanza S35 285 h.p.
SPONSOR: Belmont Industries, St. Clair, Missouri

Valera is flying solo in her fourth TAR and has a Commercial license with Instrument, Flight Instructor ratings and 2450 hours. She flies customers for her sponsor, Belmont Industries, and does charter work for the St. Clair Flying Service. She was a Wave Gunnery Instructor. Her husband, Belmont, is also a pilot. Memberships: AOPA, Missouri Pilots Assn., St. Louis Aero Club, Greater St. Louis Chapter of the 99's.



#7

PILOT (R): LOIS K. BARTLING, San Diego, California
CO-PILOT (L): MARIE LEWIS, San Diego, California
AIRPLANE: Piper Cherokee PA 28 235 h.p.
SPONSORS: Sharp Electronics Corp., Carlstadt, New Jersey; Cash Lewis Company, San Diego, California.

This is the ninth TAR for Lois who has a Commercial license with Instrument rating and 3000 hours. She served on the AWTAR Board from 1957-1961. Her first POWDER PUFF race was in 1949. Her husband, Harry, is not a pilot. Memberships: AOPA, San Diego Chapter of the 99's.

Marie, flying her first TAR, has a Private license. Her husband, Jackson, is a pilot and they have two children. Marie has been a hydroplane driver and was awarded a 1000 hour pin for sewing for the San Diego Children's Hospital. Memberships: San Gabriel Valley Chapter of the 99's.



#8

PILOT (L): EMILY C. CLETSOWAY, San Luis Obispo, California
CO-PILOT (R): JUNE G. CUNNINGHAM, Morro Bay, California
AIRPLANE: Piper Arrow PA 28 180 h.p.
SPONSORS: City of Morro Bay (Morro Chamber of Commerce, Morro Bay Motel Ass'n., Downtown Business Ass'n.); United Flight Service; California.

Emily is flying her second TAR and has a Commercial license with 390 hours. She was trapped into flying by the AOPA "Pinch Hitter" course. Her flying is strictly for pleasure. Her husband, Dr. R. W. Cletsoway, is also a pilot and they have two children. Memberships: San Luis Obispo Pilot's Ass'n., San Luis Obispo Chapter of the 99's.

June is flying her second TAR and has a Private license with 103 hours. She is a manager/buyer for a gift shop. Her husband, Sam, is not a pilot; he's too busy building a 72 foot schooner. Memberships: Morro Bay Chamber of Commerce, San Luis Obispo Chapter of the 99's.





#9

PILOT (R): SHARON EHRICH, Pekin, Illinois

CO-PILOT (L): CAROLYN S. POBANZ, East Moline, Illinois

AIRPLANE: Cessna 182 L 230 h.p.

SPONSORS: Hill Bros. Aviation; Christy Apothecary; Milt Graden Insurance; Pekin, Illinois

Sharon is flying her second TAR and has a Commercial license with Instrument rating and 476 hours. She and her dentist husband, Robert, started flying the same day. They have two sons. Sharon teaches Ground School at Illinois Central College. Memberships: Heart of Illinois Aero Club, Pilots International Ass'n., Quad City Area Chapter of the 99's.

Carolyn has a Private license with 188 hours. She has been flying since 1963 along with her pilot husband, Neil. They have one daughter. Memberships: Quad City Airmans' Ass'n., Quad City Area Chapter of the 99's.



#10

PILOT (R): RAMONIA L. SLOAT, Ft. Smith, Arkansas

CO-PILOT (L): CHARLENE H. POE, Ft. Smith Arkansas

AIRPLANE: Cessna U206 285 h.p.

SPONSORS: Revival Fires, Evangelical/Christian, Joplin, Mo.

This is the second TAR for Ramonia who has a Commercial license with 300 hours. Her husband, Dr. H.C. Sloat, is a pilot and they have two children. Memberships: WNAA, Arkansas Aero Club, Arkansas Chapter of the 99's.

Charlene is flying her first TAR and has a Private license. She is kept busy taking care of pilot husband, Dr. McDonald Poe, Jr. Memberships: WNAA, Arkansas Aero Club.



#11

PILOT: JOAN STEINBERGER, Goleta, California

AIRPLANE: Piper Cherokee PA 28 235 h.p.

SPONSOR: Mack Trucks, Inc., Allentown, Pennsylvania

Joan is flying her third TAR and has a Commercial license with Instrument rating and 1100 hours. Her husband, Norman, is a pilot and they have two children. In 1969 Joan received the Distinguished Service Award from John Shaffer, FAA; Best of Breed Order of the Growl, Mack Trucks; and a letter from President Nixon for her consideration to a pilot in trouble during the 1969 AWTAR. She ruined her score but endeared herself to all in aviation. Memberships: AOPA, Santa Barbara Chapter of the 99's.

#12

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

CO-PILOT (L): PATRICIA E. COLLIER, Bellville, Ohio

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

SPONSORS: Concord Airpark, Painesville; Collier Aero Products, Mansfield, Ohio

Connie is flying her fifth TAR and has a Commercial license with SMEL, Ground Instructor ratings and 950 hours. She is chief ground instructor at Painesville Flying Service where her pilot husband, Adolph, is airport manager. Memberships: AOPA, American Meteorological Society, Chairman All-Ohio Chapter of the 99's.

Pat is flying her seventh TAR and has a Private license with 425 hours. She is a hosiery buyer in Mansfield, Ohio. Her husband, Myron, is a pilot and they have one daughter. Memberships: AAA, All-Ohio Chapter of the 99's.



1970 Contestants

#13

PILOT (L): IRENE ANRODE, Spokane, Washington
CO-PILOT (R): HELEN SHANEWISE, Spokane, Washington
AIRPLANE: Piper Comanche PA 24 250 h.p.
SPONSORS: Spokane Sky Roamers, Washington.
 Martin Aviation, Walla Walla, Wash.

Thirteen does not scare this first TAR team piloted by Irene who has Commercial license with Instrument and Flight Instrument Instructor, SMELS, Ground Instructor ratings and hopefully ATR by race time and 1200 hours. All these ratings were acquired since 1966 and she taught her doctor husband, Harry, to fly. They have two daughters. Irene teaches flying for her sponsor. Memberships: AAA, NAFI, Eastern Washington Chapter of the 99's.

Helen has a Private license with 130 hours and is working for advanced ratings. Her husband, Dr. Robert P. Shanewise, has recently soloed. They have three children. The family looks forward to seeing the country from the air in their own plane. Memberships: AOPA, Eastern Washington Chapter of the 99's.



#14

PILOT (L): WANDA STRASSBURG, San Luis Obispo, California
CO-PILOT (R): OUIDA GLICK, San Luis Obispo, California
AIRPLANE: Piper Arrow PA 28 R 200 h.p.
SPONSOR: John Holbrook, Beverly Hills, California

Wanda is flying her fifth TAR and has a Commercial license with Flight and Ground Instructor ratings and 2200 hours. She is a flight instructor and charter pilot for Swift Aire Lines, Inc. Her husband, Don, is a pilot and they have two daughters. Memberships: Calif. Council Aviation Ass'n., NAA, San Luis Obispo Chapter of the 99's.

Ouida is flying her second TAR and has a Private license with 80 hours. She is a co-pilot and navigator for her pilot husband, Kenneth. They have three children and one grandchild. Membership: San Luis Obispo Chapter of the 99's.



#15

PILOT (R): EMMA MCGUIRE, Santa Monica, California
CO-PILOT (L): JEAN SCHIFFMANN, Palos Verdes Estates, California
AIRPLANE: Cessna 182 K 230 h.p.
SPONSORS: Fireside Market, Santa Monica; Village Market, Palm Desert; "7" Eleven, Coast-to-Coast, California

This is the tenth TAR for Emma who has a Commercial license with Instrument and Flight Instructor ratings and 3075 hours. She is kept busy as a bookkeeper for one sponsor, Fireside, and instructs at Claire Walters Flight 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 of the 99's.

Jean is flying her second TAR and has a Commercial license with 710 hours. She is working towards her Instructor and Instrument ratings. Her husband, Pat, is also a pilot and they have four sons. Memberships: AAA, NPA, ACA, Long Beach Chapter of the 99's.



#16

PILOT (L): PATRICIA GLADNEY, Los Altos, California
CO-PILOT (R): JEANNE McELHATTON, San Francisco, California
AIRPLANE: Cessna 182 230 h.p.
SPONSORS: Corporate Air-Motive, Inc., San Jose, Jim Duncan School of Flying, Palo Alto, California, Del Monte Aviation, Monterey Peninsula Airport

Pat is flying her eighteenth TAR and has a Commercial license with SMELS, Instrument, Flight and Instrument Flight Instructor ratings and 12,160 hours. A WASP and flight instructor during WWII, she is currently teaching at the Palo Alto Flying Club and Lockhead Flying Club and flies for the Jim Duncan Flying School. She was the first winner of the 99 AE Scholarship. Her husband, Jack, is an airline pilot and they have two children. Memberships: AOPA, NAA, WASP, Santa Clara Valley Chapter of the 99's.

Jeanne is flying her seventh TAR and has a Private license with SMEL and Ground Instructor ratings and 6600 hours. With her well known pilot husband, Dave, of San Francisco KCBS, she and their children fly every week-end to Mountain Home for winter skiing and summer swimming. Memberships: AOPA, NAA, ZONTA, Santa Clara Valley Chapter of the 99's.





#17

PILOT: JERRY B. ROBERTS, Haddon Heights, New Jersey**AIRPLANE:** Cessna P206 285 h.p.**SPONSOR:** Volney G. Bennett Lumber Company, Camden, New Jersey

This is the second TAR for Jerry who has a Private license with Instrument rating and 650 hours. She works as an executive secretary for her sponsor. She worked at the start of the POWDER PUFF DERBY in 1967 from Atlantic City. Her husband, Harold, is a pilot and they have three children. Memberships: DAR, Garden State Chapter of the 99's, and currently 99 International Air Marking Chairman.



#18

PILOT (L): MARGARET A. MEAD, Santa Barbara, California**CO-PILOT (R):** SUSAN OLIVER, Los Angeles, California**AIRPLANE:** Piper Comanche PA24 260 h.p.**SPONSOR:** Virginia Slims, New York, N.Y.

Margaret is flying her seventh TAR and has a Commercial license with SMELS, Instrument, Flight and Instrument Flight Instructor, Advanced Ground School ratings, ATR and 8000 hours. She is an FAA Pilot Examiner for flight and instrument in the Van Nuys district and earns a living as a free lance aircraft broker. Membership: Santa Barbara Chapter of the 99's.

Susan is flying her first TAR and has a Commercial license, SMEL, Instrument rating and 700 hours. As an actress she should be very familiar to all you movie goers. She holds five world records: Class c-1-c, Speed of a recognized course, New York-Goose Bay-Narssarsuaq-Keflavik-Prestwick-Copenhagen, Sept. 1967. Memberships: AFA, AOPA, NAA, Japanese-American Aero Club, American Fighter Pilots (Honorary), Los Angeles Chapter of the 99's.



#19

PILOT (L): MARGARET RINGENBERG, Grabill, Indiana**CO-PILOT (R):** MARY WEAVER, Mesa, Arizona**AIRPLANE:** Bellanca Super Viking 290 h.p.**SPONSOR:** Arizona Bellanca Co., Mesa, Ariz.

This is the thirteenth TAR for Margaret who has a Commercial license, SMEL, Instrument and Flight Instructor ratings and 9000 hours. A former WASP, Margaret spends her spare time as a flight instructor. Her husband, Morris, is not a pilot nor is their 16 year old son. Daughter, Marsha, has flown as co-pilot with her mother. Memberships: CAP, WASP, PAICO, Indiana Chapter of the 99's.

Mary is flying her first TAR and has a Private license with SMEL and 458 hours. She is working on an Instrument and Helicopter ratings. She is President of Arizona Bellanca Co. and her flying is a mixture of business and pleasure. Her husband, Rex, is an ophthalmologist and they have one child. Membership: AOPA.



#20

PILOT (L): DOROTHY BIRDSONG, Temple Terrace, Florida**CO-PILOT (R):** CAROLYN KENNEDY, Parrott, Georgia**AIRPLANE:** Beechcraft Bonanza V35 A 285 h.p.**SPONSORS:** Birdsong Beechcraft, Lutz; Birdsong Motors, Inc. Tampa, Florida

Dottie is flying her fourth TAR and has a Commercial license with SMELS and Instrument rating with 950 hours. She is a very busy housewife ferrying planes for her pilot husband, Charles, plus other aviation activities. Two sons, one daughter, and one granddaughter make up the booster list. Memberships: AOPA, NAA, International Flying Farmers, Grasshoppers, Florida Suncoast Chapter of the 99's.

Carolyn is flying in her first TAR and has a Private license with an Instrument rating and 750 hours. She is a co-owner of the Howard Q. Kennedy Co. Wholesale Feed and Peanut Brokers. She has one son. Memberships: AOPA, NAA, PIA, Georgia Chapter of the 99's.

1970 Contestants

#21

PILOT (R): MARGARET R. SHINN, Little Falls, New Jersey
CO-PILOT (L): MARGARET CRUMP, West Caldwell, New Jersey
AIRPLANE: Cessna Cardinal 177 B 180 h.p.
SPONSORS: The Mal Bros. Contracting Co., West Caldwell; West Products Corp., Newark, New Jersey

Peggy is flying her third TAR and has a Commercial license with SMELS, Instrument, Flight and Instrument Flight Instructor ratings, Advanced Ground Instructor ratings and 1700 hours. Formerly a home economics teacher, she has given that up for flight instruction. Seven brothers and sisters form the rooting team. Memberships: AOPA, CAP, American Home Economics Ass'n., Kappa Delta Pi, Greater New York Chapter of the 99's.

Margie is flying her second TAR and has a Private license with 100 hours. She is a student at Boston College in Massachusetts. She has eight brothers and sisters to add to the rooting team. Memberships: AOPA



#22

PILOT (L): FRANCES I. COLLINS, Midland, Texas
CO-PILOT (R): BETTY M. ROGERS, Midland, Texas
AIRPLANE: Beechcraft Bonanza B33 225 h.p.
SPONSOR: Rich-Air Company, Midland, Texas

Fran is flying her first TAR and has a Commercial license with an Instrument rating and 400 hours. She is a company pilot, along with her husband, O. C. Collins, for Animal Clinic. She teaches Aviation for Elementary Students at Midland Christian School. Four children and three grandchildren will watch the flight of this team. Memberships: AOPA, High Sky Chapter of the 99's.

Betty, also in her first TAR, has a Private license with 200 hours. She works as a secretary for the team's sponsor, Rich-Air. Her husband, John, is also a pilot. Memberships: High Sky Chapter of the 99's.



#23

PILOT (R): Sammy McKay, Grand Blanc, Michigan
CO-PILOT (L): Alice Markee, Grand Blanc, Michigan
AIRPLANE: Cessna 210B 260 h.p.
SPONSOR: Superior Pontiac Cadillac, Flint, Michigan

Sammy is flying her thirteenth (lucky ?) TAR and has a Commercial license with 1350 hours. She placed 8th in the 1967 POWDER PUFF DERBY. Sammy loves to race and has flown all the Michigan SMALL races, winning it in 1967. "Dear Old Dad" continues to sponsor Sammy — he is her non-pilot husband, George. Memberships: AAA, AOPA, Michigan Chapter of the 99's.

Alice is flying her second TAR. She has a private license with 235 hours. She is finishing up her instrument rating. Her husband, Donald, and their three boys will be rooting this team to victory. Alice has flown the SMALL Race. Memberships: Flint Aviatric Assn., and the Michigan Chapter of the 99's.



#24

PILOT (R): GERALDINE H. KRAUSE, Chicago, Illinois
CO-PILOT (L): PATIENCE L. CLARK, Calumet City, Illinois
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
SPONSORS: C. W. Shumway & Sons Foundry, Batavia, Ill.; Loew's Kitty Litter, Cassopolis, Mich.; General Plastic Corp. of America, Phil., Pa.; Chi-Way Aviation, Lansing, Ill.; South Holland Trust & Savings Bank, South Holland, Ill.; Washington Memory Cemetery, Homewood, Ill.; Mr. Friendly Pet Shop, South Bend, Ind.; M.P. Krause & Sons, Inc., Chicago, Ill.

Gerry is flying her fourth TAR and has a Private license with SMEL and Instrument rating and 675 hours. She is a corporation secretary for her pilot husband, Ralph. They have two sons and one granddaughter. Memberships: NAA, NPA, Suburban Aviation, Chicago Area Chapter of the 99's.

Patience is flying her first TAR and has a Private license with an Instrument rating and 825 hours. She and her pilot husband, Francis, have three children and two grandchildren. Memberships: AOPA, International Flying Farmers, Suburban Aviation, Chicago Area Chapter of the 99's.





#25

PILOT (R): KATHY WALTON CASTON, Longview, Texas
CO-PILOT (L): HAZEL HENSON MCKENDRICK, Dallas, Texas
AIRPLANE: Piper Cherokee PA 28 235 h.p.
SPONSOR: Aero Scott, Texas

Kathy is flying her second TAR and has a Commercial license with Instrument, Flight and Instrument Flight Instructor, Glider, all Ground Instructor ratings and 1000 hours. Her lawyer husband, L. P. Caston, is not a pilot but is an ardent rooter along with their two children. Memberships: AOPA, CAP, NFIA, Shreveport Chapter of the 99's.

Hazel is flying her sixth TAR and has a Commercial license with Instrument and Helicopter ratings and over 2000 hours. She is a Traffic Control Specialist with the FAA in Dallas. Hazel won the AE Scholarship in 1968. Hazel – how come you can take time off from editing the Newsletter to fly the race? Who's reading the galleys? Memberships: AOPA, Whirly Girls, Dallas Chapter of the 99's.



#26

PILOT (L) PAMELA VANDER LINDEN, Fallbrook, California
CO-PILOT (R): JEAN FORSYTH CLYDE, Santa Rosa, California
AIRPLANE: Bellanca Super Viking 290 h.p.
SPONSORS: Fallbrook Real Estate Co.; Forsyth Realty, Santa Rosa, California

This mother-daughter team is piloted by Pamela flying her third TAR. She has a Commercial license with Instrument rating and 745 hours. She is owner of Fallbrook Real Estate. 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 of the 99's.

The family that flies together stays together and what better proof than to have Jean fly her first TAR as co-pilot for her mother. Jean has a Private license with 180 hours. She and her pilot husband, Peter, have two children. Memberships: AOPA, Sonoma Co. Airman's Ass'n.



#27

PILOT (L): MARGE MITCHELL, Plainview, Texas
CO-PILOT (R): KATHY LONG, Irving, Texas
AIRPLANE: Bellanca 17-31A 290 h.p.
SPONSOR: Bellanca Sales Company, Plainview, Texas

Marge is flying her fifth TAR and has a Commercial license with SMEL and Instrument ratings and 3500 hours. Marge works in sales and as secretary for her sponsor Bellanca Sales Co. Her husband, Gene, is a pilot and they have one daughter and three grandchildren. Memberships: AOPA, FFA, TSAA, TFF, NFF, Top of Texas Chapter of the 99's.

Kathy is flying her fifth TAR and has a Commercial license with Instrument, Hot Air Balloon and Instrument Ground Instructor ratings and 2000 hours. Her husband, L. K. Long, is a pilot and they have three children and one grandchild. Memberships: TSAA, Dallas Chapter of the 99's.



#28

PILOT (R): HELEN E. MCGEE, Sonora, California
CO-PILOT (L): LAVERNE A. GUDGEL, Chowchilla, California
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Union Democrat Corp., Sonora; Gudgel's Aero-Ag Service, Chowchilla, California.

Helen is flying her third TAR and has a Private license with Instrument rating and 575 hours. She is an accountant for Union Democrat Corp. which is owned by pilot husband, Harvey. They have four daughters, one son and two grandsons. Memberships: Tuolumne County Aeronautical, San Joaquin Valley Chapter of the 99's.

Laverne is flying her third TAR and has a Commercial license with Instrument rating and 745 hours. Her husband, Robert, taught her to fly and both their sons are student pilots. Memberships: AOPA, Chowchilla Pilots Ass'n., San Joaquin Valley Chapter of the 99's.

1970 Contestants

#29

PILOT (L): HELEN SHROPSHIRE, Pacific Grove, California

CO-PILOT (R): MARDO CRANE, Cupertino, California

AIRPLANE: Piper Comanche PA 24 260 h.p.

SPONSORS: Cupertino Chamber of Commerce; Monarch Aviation, Inc. Monterey, California

Helen is flying her fourth TAR and has a Commercial license with SMEL, Instrument rating and 1350 hours. She has flown all the States but Alaska and has flown to Central America and the Bahamas. She is company pilot and film editor for her husband's firm. He, too, is a pilot. Memberships: NPA, Monterey Bay Chapter of the 99's. She served as chairman of the 1970 Start, resigning her position to race.

Mardo is flying her second TAR and she has a Commercial license with SMEL and 2000 plus hours. Mardo was the founder of the Powder Puff Derby in 1947 and its Chairman through to 1952. She is an active aviation writer and now writes about the shows Cairn Terriers. Memberships: AOPA, WASP, Theta Sigma Phi, Santa Clara Valley Chapter of the 99's



#30

PILOT (R): PAT McEWEN, Wichita, Kansas

CO-PILOT (L) MARILYN COPELAND, Wichita, Kansas

AIRPLANE: Piper Comanche PA24 260 h.p.

Pat is flying her ninth TAR and has a Commercial license, with SMEL, Instrument and Flight Instructor ratings and over 3000 hours. Pilot husband, Owen, and seven children including twins 10 years of age form a very noisy and excited rooting team. Pat has taken time out from household chores to be the Ways & Means Chairman to raise funds for the 1970 and 1971 AWTAR's. Memberships: AOPA, FFA, Aerobatic Club of America, Kansas Chapter of the 99's.

This is the fifth TAR for Marilyn who has a Private license with an Instrument rating and 495 hours. Her husband, Dr. John W. Copeland, is a past president of the Flying Dentists and they have two children. Her special interests are in Dental Health Education. Membership: Kansas Chapter of the 99's.



#31

PILOT (R): VIRGINIA RAINWATER, Reseda, California

CO-PILOT (L): CORALEE TUCKER, Canoga Park, California

AIRPLANE: Cessna 182 235 h.p.

SPONSOR: Charles Hall, Dusty River Ranch, California

Virginia is flying her fourth TAR and has a Commercial license with 500 hours. She is employed as an A/C dispatcher for Golden West Skyways in Van Nuys. She has two children. Virginia is a member of the San Fernando Valley Chapter of the 99's.

Coralee is flying her first TAR and has a Commercial license with an Instrument rating and 450 hours. She is a teacher in the L.A. city school-system. Her husband, Alfred, is a pilot and they have two children. Memberships: AOPA, CAPA, San Fernando Valley Chapter of the 99's.



#32

PILOT (R): NELL CONNOLLY, Huntington Beach, California

CO-PILOT (L): WANDA MILLER, Hemet, California

AIRPLANE: Piper Cherokee PA 28 235 h.p.

SPONSORS: Hemet-Venable Flying Service; Valley Paving; Hemet Insurance Service; Meadowlark Airsales; Beechwood Industries; Friends; Hemet, California

Nell is flying her fifth TAR and has a Commercial license with 612 hours. She learned to fly when her husband, Pat, opened Palomar Piper Aircraft Sales where Nell works as secretary and ferry pilot. They have four children. Memberships: Palomar Chapter of the 99's.

While Wanda is flying her first TAR she is not new to the Powder Puff Derby having served as Operations Co-Chairman in 1969 at the start in San Diego. She has a Private license with 500 hours. A retired RN, she and her pilot husband, Dean, fly for pleasure. Membership: Chairman of the Palomar Chapter of the 99's.





#33

PILOT (R): HELEN WILKE, Dallas, Texas
CO-PILOT (L): ANN ENGLISH, Dallas, Texas
AIRPLANE: Beechcraft Bonanza V35 285 h.p.
SPONSORS: Dr. Joseph E. Wilke; Mr. A. C. English

This is the second TAR for Helen who has a Commercial license with Instrument and Hot Air Balloon ratings and 900 hours. Her sponsor, Dr. Joseph E. Wilke and their two children will be keeping an eye on the progress of this team. Occupations for Helen: Dishwasher, cook, gardener, maid, driver, governess and wife. Memberships: ADA, HEAA, ADCMS, MCWC, DDA, DBAC, Dallas Chapter of the 99's.

Ann is flying her first TAR and has a Private license with 145 hours. Ann is a teacher in Dallas. Her husband, A.C. English, Jr., also sponsoring this team, is a pilot. Memberships: AOPA, TSTA, CTD, PTA, Dallas Chapter of the 99's.



#34

PILOT: LOUISE WHITE, Asheville, North Carolina
AIRPLANE: Mooney M 20 F 200 h.p.
SPONSORS: Asheville Chamber of Commerce; Western North Carolina Pilots Ass'n., Inc., North Carolina

Louise is flying her second TAR and has a Commercial license with 600 hours. Her husband, Neal, is a pilot and they have three children. Last year Louise worked with her husband but found that it kept her out of the air and aviation activities, so the job lost out. Memberships: AOPA, CAP, Women's Int. Bowling Congress, Western North Carolina Pilots Ass'n.



#35

PILOT (R): MARION P. JAYNE, Palatine, Illinois
CO-PILOT (L): ARLENE ODEGAARD, Rolling Meadows, Illinois
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
SPONSOR: Tufts-Edgcumbe, Inc., Elgin, Illinois

Marion is flying her third TAR and has a Commercial license with SMEL, Instrument and Flight Instructor ratings, ATR and 1350 hours. When not in the air, Marion is a professional horsewoman and her pilot husband, George, is a professional horseman. They have four children. Memberships: AOPA, Chicago Area Chapter of the 99's.

Arlene is flying her first TAR and has a Commercial license with SMELS and Instrument rating and 775 hours. Arlene is a member of AOPA and the Chicago Area Chapter of the 99's.



#36

PILOT (R): VIRGINIA WEGENER, West Covina, California
CO-PILOT (L): PATRICIA INWOOD, La Habra, California
AIRPLANE: Cessna 210 285 h.p.
SPONSORS: Ginny's Flying School, La Verne, California

This is the sixth TAR for Ginny who has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor, Advanced Ground Instructor ratings and 3050 hours. She is an FAA flight examiner. She is self-employed at Ginny's Flying School. Her husband, Jack, is a pilot and they have three daughters. Daughter Carol flew as co-pilot last year. Memberships: AOPA, EAA, NIFI, San Gabriel Valley Chapter of the 99's.

Pat is flying her first TAR and has a Commercial license with Flight Instructor rating and 400 hours. She is currently employed as a flight instructor and for several years was a registered physical therapist for Calif. State and Los Angeles Crippled Children. Her husband, Texas, is not a pilot. Memberships: AOPA, American Physical Therapy Ass'n., San Gabriel Valley Chapter of the 99's.

1970 Contestants

#37

PILOT (R): JOYCE B. WELLS, Larkspur, California
CO-PILOT (L): ROSE SHARP, Corte Madera, California
AIRPLANE: Piper Arrow PA 28 180 h.p.

This first TAR team is piloted by Joyce who has a Commercial license with Instrument rating and 300 hours. When not in the air, Joyce is a school nurse, is active in church work, and with her pilot husband, Harold, participates in square dances. They have two sons and two daughters. Memberships: AOPA, American Nurses Ass'n., Calif. Nurses Ass'n., Bay Cities Chapter of the 99's.

Rose has a Private license with 119 hours. She first flew 22 years ago and then took time out to take care of husband, Donald a student pilot, and their four children. She works as a secretary. She is working on glider and aerobatic ratings as well as her Commercial license. Memberships: AOPA, Bay Cities Chapter of the 99's.



#38

PILOT (L): JACKIE KELLY, Houston, Texas
CO-PILOT (R): GAY HARRIS, Pasadena, Texas
AIRPLANE: Mooney Mark 20E 200 h.p.

This is the third TAR for Jackie who has a Commercial license with all Ground Instructor ratings and 350 hours. She operates the Speedway Flying School in Houston specializing in Ground School instruction. She has two children. Memberships: AOPA, NPA, Petticoat Pilots of Houston, Houston Chapter of the 99's.

Gay is flying her first TAR and has a Private license with 80 hours. She does demonstration and convention work when not taking care of non-pilot husband, Milton, and their one son. Memberships: AOPA, Petticoat Pilots of Houston, Houston Chapter of the 99's.



#39

PILOT (R): LOUISE M. SMITH, High Point, North Carolina
CO-PILOT (L): EVELYN B. HYMAN, Greensboro, North Carolina
AIRPLANE: Beechcraft Bonanza V 35 A 285 h.p.

This will be the sixth TAR for Louise who has a Commercial license with Instrument Commercial Helicopter rating, and 3000 hours. She is Vice President and pilot for McEwen Lumber Company. Her husband, Herman, is not a pilot and they have two children. Louise has been a member of the 99's for 28 years and is a past International President. Memberships: AOPA, CAP, SPA, Whirly Girls, Guilford County Pilots Ass'n., Carolinas Chapter of the 99's.

Evelyn is flying her first TAR and has a Private license with 160 hours. She has two sons and has been a member of the Carolinas Chapter of the 99's for three years. Other memberships: AOPA, Guilford County Pilots Ass'n.



#40

PILOT (R): HALDIS RAUCHFUS, Santa Monica, California
CO-PILOT (L): VIRGINIA SHOWERS, Los Angeles, California
AIRPLANE: Piper Cherokee, PA28 180 h.p.
SPONSORS: Golden Birds Flying Club, Santa Monica; Los Angeles Chapter Ninety-Nines, California

This second TAR team is piloted by Haldis who has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor, Ground Instructor ratings and 2000 hours. She is a stewardess with Continental Airlines and when not on duty teaches flying for the Golden Birds Flying Club which she founded. Memberships: AOPA, ALPA, Los Angeles Chapter of the 99's.

Virginia has a Private license with 235 hours and is a public relations director for a contracting firm. She has two sons. Memberships: AOPA, Los Angeles Chapter of the 99's.





#41

PILOT (R): GENE T. FITZPATRICK, Miraleste, California
CO-PILOT (L): KATHLEEN T. FITZPATRICK, Miraleste, California
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSOR: R. B. Furniture Co., Gardena, California

This mother-daughter team is piloted by Gene in her third TAR. She has a Commercial license with Instrument, Flight Instructor ratings and 1287 hours. She works as a flight instructor and office worker for Rose Aviation Inc. Her husband, James, is not a pilot. They have one daughter and one son. Memberships: AOPA, NAA, WASP, Long Beach Chapter of the 99's.

Kathleen, who got her Private license on her 17th birthday and has 130 hours, works in the office of Rose Aviation along with her mother. There is no generation gap in this family. Kathleen is a member of Equestrian Trails, Inc. and the Long Beach Chapter of the 99's.



#42

PILOT (L): JAN VAWTER GAMMEL, Denver, Colorado
CO-PILOT (R): HELEN MAXSON, Denver, Colorado
AIRPLANE: Piper Comanche PA 24 260 h.p.

This is the seventh TAR for Jan who has a Commercial license with SMEL and Instrument rating and 2500 hours. Her husband, Hank, is a pilot and Jan flies in several local aviation events. Memberships: AFA, AOPA, NAA, NPA, Colorado Chapter of the 99's.

This is the second TAR for Helen who has a Commercial license with an Instrument rating and 385 hours. She has three children. Memberships: AOPA, Colorado Chapter of the 99's.



#43

PILOT (L): AUDREY M. SCHUTTE, Canoga Park, California
CO-PILOT (R): MARJORIE L. MORONG, Tarzana, California
AIRPLANE: Cessna 182 230 h.p.

Audrey is flying her seventh TAR and has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor, Commercial Helicopter pilot, Commercial Glider pilot, Free Balloon pilot ratings, has made two jumps and has 4800 hours. She is owner-operator of Viking Aero Service. Her husband, Ray, is a pilot and helicopter rated. They have two children. Memberships: AOPA, Whirly Girls, MMOA, NAFL, ABS and the San Fernando Valley Chapter of the 99's.

This is the second TAR for Marjorie who has a Private license with 255 hours and a Private Glider rating. She is assistant cashier with United California Bank. Her husband, Norman, is a pilot and they have one son. Memberships: AOPA, ABS, San Fernando Valley Chapter of the 99's.



#44

PILOT (R): FRAN VANSTAVERN, Mechanicsville, Virginia
CO-PILOT (L): MAUREEN "TOBY" LEHMAN, Richmond, Virginia
AIRPLANE: Navion Rangemaster G 260 h.p.

Fran is flying her second TAR and has a Commercial license with 327 hours. Fran is a receptionist at Holladay-Aero, Inc. when not busy with CAP and her family of pilot husband, Earl, and their two children. She is active in many local aviation events. Memberships: AFA, CAP, NPA, Confederate States Air Force, Virginia Chapter of the 99's.

Toby is flying her first TAR and has a Private license with 135 hours. She is employed as a secretary. Her husband, Louis, started to fly at the same time but to extend their flying experience they tried different planes and different instructors. They have three sons. Memberships: CAP, Virginia Chapter of the 99's.

1970 Contestants

#45

PILOT (R): ESTHER P. WRIGHT, Thomasville, Georgia
CO-PILOT (L): BETTY W. McNABB, Albany, Georgia
AIRPLANE: Piper Cherokee PA 32 300 h.p.
SPONSOR: Holiday Inns, Inc., Memphis, Tenn.

This is the third TAR for Esther who has a Commercial license with Instrument and Flight Instructor ratings and 1100 hours. She works for her sponsor along with her non-pilot husband, Bud, and they have two daughters. Esther is involved in so many activities we wonder how she has time to get in so much flying. Her memberships: AOPA, CAP, NAA, NAFI, Georgia Chapter of the 99's.

Betty is flying her second TAR and has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor, Private Glider ratings and 4500 hours. Her husband, Harold, is not a pilot but is an ardent supporter of Betty's flying. She is active in many aviation events and is a medical director and consultant to the Phoebe Putney Hospital and is International Vice President of the 99's. Memberships: AOPA, CAP, NAFI, Flying Rebels, Georgia Chapter of the 99's.



#46

PILOT (R): TRISH MARKS, Salinas, California
CO-PILOT (L): CONNIE HOOD, Carmel Valley California
AIRPLANE: Cessna 210J 285 h.p.
SPONSORS: Fat City Cattle Co.; Bareback Cattle, Inc.; El Toro Products; all of Gonzales, California

This is the third TAR for Trish who has a Commercial license with SMEL and Instrument rating and 955 hours. She is the company pilot for one of the team's sponsors, Fat City Cattle Co. Her husband, Jim, is a pilot and they have two children. Memberships: AOPA, Monterey Peninsula Airmen's Ass'n., Calif. Council of Aviation Ass'n., Monterey Bay Chapter of the 99's.

Connie is flying her second TAR and has a Commercial license with 450 hours. She is a charter pilot for Carmel Valley Aviation. Her husband, Albert, is a pilot and they have two children. Memberships: AOPA, Monterey Peninsula Airmen's Ass'n., Monterey Bay Chapter of the 99's.



#47

PILOT (L): ALICE H. HAMMOND, Millville, New Jersey
CO-PILOT (R): JEAN PEARSON, Grosse Pointe, Michigan
AIRPLANE: Mooney M20 E 200 h.p.
SPONSOR: Airway Insurance, Ann Arbor, Michigan

Sixteen is the number of this TAR for Alice who has placed in the top ten. She has a Commercial license with SELS and Instrument rating and over 4300 hours. She taught instrument flying in WWII, is a charter member of the CAP, former International President of the 99's and is a Permanent Trustee of the AE Scholarship Fund. Her husband, John, is a pilot and they have three children and six grandchildren. Memberships: CAP, NPA, SPA, Nat'l. Aero Club, Garden State Chapter of the 99's.

This is Jean's ninth TAR. She has a Private license with 1500 hours. Jean was a WASP and served as Lt. Commander, USNR. She is an Aero-Space and Science writer for the Detroit News. Her husband, Morton, is not a pilot. Memberships: NAA, ASWA, Nat'l. Ass'n. of Science Writers, Air Force Ass'n., Michigan Chapter of the 99's.



#48

PILOT (R): BARBARA O'CONNOR, Greensboro, North Carolina
CO-PILOT (L): BEBE RAGAZ, Marion, North Carolina
AIRPLANE: Beechcraft Debonair 35B33 225 h.p.
SPONSOR: Dolph Querton, Antique Air Museum, Santee, South Carolina

Barbara is flying her second TAR and has a Commercial license with 1350 hours. She is assistant Director of Public Relations at the Wings and Wheels Air Museum. Her husband, Daniel, is an airline pilot and they have two children. Memberships: AAA, EAA, NAA, North Carolina Aero Club, Petticoat Flyers, Guilford Pilots Ass'n., Carolinas Chapter of the 99's.

This is the first TAR for Bebe who has a Private license with 493 hours. She is kept busy taking care of pilot husband, Dr. Florian J. Ragaz, and their three children. Memberships: AOPA, North Carolina Aero Club, Mt. Mitchell Flying Club, Carolinas Chapter of the 99's.





#49

PILOT (L): GINI S. RICHARDSON, Yakima, Washington
CO-PILOT (R): DORIS LANGHER, Denver, Colorado
AIRPLANE: Mooney M20 C 180 h.p.

Gini is flying her nineteenth TAR and has a Commercial license with SMELS, Instrument, Flight and Instrument Flight Instructor, Helicopter Instructor, All Ground Instructor ratings and 18,600 hours. Add to all that an ATR and FAA Flight Examiner. She is self employed at her own flying school. She is President of Airline Transport Pilots Ass'n. (ATR). Gini served 6 years on FAA Women's Advisory Comm. on Aviation. Her husband, Ralph, is a pilot and they have one daughter who is a competitive ice skater. Memberships: AOPA, Whirly Girls, Eastern Washington Chapter of the 99's.

Doris is flying her seventeenth TAR and she has a Commercial license with ATR, SMEL, Instrument, Flight and Instrument Instructor, Helicopter, Balloon and Ground Instructor ratings and 13,000 hours. She is a flight simulator instructor for United Airlines in Denver. Memberships: AAA, AOPA, CAP, SSA, Whirly Girls, ZONTA, Colorado Chapter of the 99's.



#50

PILOT (L): JEANNE GIVEN, Omaha, Nebraska
CO-PILOT (R): PATRICIA M. DAVIS, APO, San Francisco, California
AIRPLANE: Beechcraft Musketeer A24R 200 h.p.
SPONSOR: Air Kaman of Omaha, Omaha, Nebraska

Jeanne is flying her third TAR and has a Commercial license with Instrument, Flight and Instrument Flight Instructor and Ground Instructor ratings with 1300 hours. Her husband, Jerome, is a pilot and here is another flying family: one son soloed at 16, licensed at 17, working on instrument rating; one daughter a private pilot; a 14 year old learning to fly; one daughter not accounted for in flying. Memberships: AOPA, Nebraska Chapter of the 99's.

Pat, who is Jeanne's sister, is flying her second TAR and has a Private license with Instrument rating and 310 hours. She is active in CAP and in golf for the U.S. Army in Hawaii. Her husband, John, is a pilot and they have two children, one with a Private license. Memberships: AOPA, CAP, General Aviation Council of Hawaii, Aloha Chapter of the 99's.



#51

PILOT (L): MARY VIAL, Phoenix, Arizona
CO-PILOT (R): ALICE ROBERTS, Phoenix, Arizona
AIRPLANE: Cessna 182 F 230 h.p.
SPONSORS: Phoenix Beauty Supply; Roberts Air Conditioning, Phoenix, Arizona.

Mary is flying her fifth TAR and has a Commercial license with Instrument rating and 1200 hours. She has check out time in a T-34. Her husband, George, a co-sponsor, is a pilot and they have four children and two grandchildren. Memberships: Planned Parenthood Ass'n., Delta Delta Delta, AOPA, CAP, Phoenix Chapter of the 99's.

This is the fourteenth TAR for Alice who has a Commercial license with over 1800 hours. Her husband, Charles, a co-sponsor of this team, is a pilot and they have two children and five grandchildren. Alice is a past International President of the 99's. Memberships: Epsilon Sigma Alpha and the Phoenix Chapter of the 99's.



#52

PILOT (R): MARSHA IVINS, Wallingford, Pennsylvania
CO-PILOT (L): ADELLE M. PARSONS, Wallingford, Pennsylvania
AIRPLANE: Piper Arrow PA 28R 200 h.p.
SPONSORS: The Drs. Ivins and Parsons; Aero Service Co., Millville, New Jersey; Delaware County Aviation Ass'n.

This first TAR team is piloted by Marsha who has a Commercial license with Instrument and Flight Instructor ratings and 300 hours. She is a first year student in Aerospace engineering at the Univ. of Colorado. Memberships: Delaware County Aviation Ass'n., Univ. of Colo. Buff Flying Club, Eastern Pennsylvania Chapter of the 99's.

Adelle has a Private license with 240 hours and is kept busy homemaking for her Doctor pilot husband, Sidney, and their two sons. Memberships: IFF, NPA, Delaware County Aviation Ass'n., Eastern Pennsylvania Chapter of the 99's.

1970 Contestants

#53

PILOT (R): PAT FAIRBANKS, Cincinnati, Ohio
CO-PILOT (L): CLARA THARPE, Dayton, Ohio
AIRPLANE: Mooney M20 G 180 h.p.
SPONSORS: Charles E. Johnson; Queen City Chevrolet, Ohio

Pat is flying her fourth TAR and has a Commercial license with SMELS, Instrument, Flight and Instrument Flight Instructor ratings and 2865 hours. She is chief flight instructor at Cardinal Air Training where her husband, Don, is an F.B.O. They have three children and two grandchildren. Memberships: AAA, AOPA, EAA, NAA, NPA, ZONTA, CCPA, NAFIM OATA, OES, W.A.A.C., All-Ohio Chapter of the 99's.

This is the second TAR for Clara who has a Private license with 400 hours. She is employed as a housing specialist at Wright Patterson AFB. Clara has served as an NAA timer on several TAR's. She has one daughter. Memberships: AOPA, WPAFB Aero Club, All-Ohio Chapter of the 99's.



#54

PILOT(L): MAYBELLE FLETCHER, Houston, Texas
CO-PILOT (R): MARY BYERS, Deer Park, Texas
AIRPLANE: Cessna 182 230 h.p.
SPONSOR: Arthur L. (Buddy) Byers, Deer Park, Texas

Maybelle is flying her third TAR and has a Commercial license with SMELS, Instrument, Flight and Instrument Flight Instructor ratings and 4200 hours. Her life is quite wrapped up in flying when not taking care of the family of pilot husband, James, and their three children. Memberships: NAA, Petticoat Pilots, Houston Chapter of the 99's.

This is the first TAR for Mary who has a Private license with 117 hours. Her husband, Arthur — sponsor of this team — is a pilot and they have two children. Memberships: AOPA, Texas State Aviation Ass'n., Petticoat Pilots, Houston Chapter of the 99's.



#55

PILOT: MARTHA B. GAUNCE, Williston, North Dakota
AIRPLANE: Piper Cherokee PA 28 150 h.p.

Martha is flying her fourth TAR and has a Commercial license with an Instrument and Flight Instructor ratings and 1450 hours. Her three children are all in college — two as freshmen and one a graduate student on fellowship to U. of Hamburg. Memberships: AOPA, NAA, WASP, Montana Chapter of the 99's.



#56

PILOT (R): SHIRLEY WEINHARDT, Williamsport, Pennsylvania
CO-PILOT (L): HAZEL BARTOLET, State College, Pennsylvania
AIRPLANE: Piper Cherokee PA 28 180 h.p.

This is the first TAR for Shirley who has a Commercial license with Instrument rating and over 350 hours. She is employed as a sales consultant. Her husband, Henry, is a pilot and they have four children. Memberships: NAA, Chairman Central Pennsylvania Chapter of the 99's.

Hazel, flying her first TAR, has a Private license with 115 hours. Her husband, William, is a pilot and they have twin daughters aged thirteen. Hazel is Governor of the Middle East Section and a member of the Central Pennsylvania Chapter of the 99's.





#57

PILOT (L): JANE LaMAR, Rialto, California
CO-PILOT (R): MARY GRACE SEBELIUS, Riverside, California
AIRPLANE: Beechcraft Bonanza E33 A 285 h.p.
SPONSOR: A.R.A. Manufacturing Company, Grand Prairie, Texas

Jane is flying her sixth TAR and has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor, Ground Instructor ratings and 6000 hours. She is owner - flight instructor at Jane's Flying School in Riverside. Her husband, Samuel, is not a pilot. Memberships: San Gabriel Valley Chapter of the 99's.

This is the third TAR for Mary who has a Commercial license with Flight Instructor rating and 350 hours. She is a flight instructor at Jane's school. Her husband, Elwood (Bud), is a pilot and they have two children. Memberships: San Gabriel Valley Chapter of the 99's.



#58

PILOT (R): BETTY M. WHARTON, San Diego, California
CO-PILOT (L): LYNN COULTHARD, El Cajon, California
AIRPLANE: Cessna 210 285 h.p.
SPONSOR: Dairy Mart Farms, San Ysidro, California

This is the second TAR for Betty who has a Private license with Instrument rating and 350 hours. She works as a secretary for Allied Damage Appraisal. Her husband, Claud, is a pilot and they have three sons. Betty served four years on the AWTAR Board. Memberships: San Diego Chapter of the 99's.

Lynn is flying her second TAR and has a Private license with Instrument rating and 390 hours. She is a Dental Hygienist. Her first flight at age 13 was with her father in a WACO but she took time out to raise two children before re-activating her flying interests. Memberships: AOPA, El Cajon Valley Chapter of the 99's.



#59

PILOT (R): EDITH "MICKIE" THOMAS, Wayne, New Jersey
CO-PILOT (L): GRACE AMSTER, Rockaway, New Jersey
AIRPLANE: Cessna 182 230 h.p.
SPONSOR: Chatham Aviation, Morristown, New Jersey

Edith is flying her second TAR and has a Commercial license with SMEL, Instrument rating and 540 hours. She is president of a wholesale meat concern. Her husband, Delbert, is a pilot and they have three children. Memberships: Greater New York Chapter of the 99's.

Grace is flying her third TAR and has a Commercial license with 425 hours. She is a nurse at St. Clair's Hospital in Denville, N.J. Her husband, Sidney, is a pilot and they have two children. Memberships: AFA, Greater New York Chapter of the 99's.



#60

PILOT (L): JOYCE H. NASH, Fullerton, California
CO-PILOT (R): MARGO SMITH, Anaheim, California
AIRPLANE: Cessna U206 285 h.p.

Joyce is flying her first TAR and has a Commercial license with Instrument rating and 800 hours. Her husband, Bert, encouraged her flying to help on long cross country trips and often one flies and one drives a jeep so both are available at destination. They have four children. Memberships: AOPA, Skylarks of Southern Calif., Orange County Chapter of the 99's.

Margo is also flying her first TAR and has a Commercial license with Instrument and Flight Instructor ratings and 900 hours. She is employed as a flight instructor at Aviation Unlimited. Her husband, Harry, is not a pilot but encouraged Margo so he could have a built-in air chauffeur. They have three children and Margo is teaching her oldest daughter to fly. Memberships: AOPA, Chairman Orange County Chapter of the 99's.

1970 Contestants

#61

PILOT (L): WANDA CUMMINGS, Rancho Santa Fe, California
CO-PILOT (R): AVA CARMICHAEL, La Jolla, California
AIRPLANE: Cessna 182 230 h.p.

Wanda is flying her first TAR and has a Private license with Instrument rating and 356 hours. She and her doctor husband, Robert, received their private licenses on the same day. They use their plane for flying on pleasure trips to Baja. Wanda was a nurse until being a housewife and piloting took her away from these duties. Membership: Palomar Chapter of the 99's.

Ava, who has a Private license with 70 hours, is flying in her first TAR. She and her pilot husband, David, also learned to fly at the same time and the same years as the Cummings. They have four daughters. The family plane is used for pleasure trips and to take them to medical meetings. Ava is active in school and community affairs. Membership: Palomar Chapter of the 99's.



#62

PILOT (R): MARGARET BURCH, La Habra, California
CO-PILOT (L): PEGGY LAWTON, La Habra, California
AIRPLANE: Cessna P 206 285 h.p.
SPONSOR: Burch Ford, California

Margaret is flying her first TAR and has a Private license with an Instrument rating and 220 hours. Her husband, and sponsor of this team, is a pilot and they have two children. Margaret was a commercial artist and is presently attending Calif. State College at Fullerton. Memberships: AOPA, Orange County Chapter of the 99's.

Peggy is flying her first TAR and has a Private license with 50 hours. Her doctor husband, Tom, is a pilot and they have two children. A former nurse, she is now attending Calif. State College at Fullerton. Membership: AOPA.



#63

PILOT (R): MARION BARNICK, San Jose, Calif.
CO-PILOT (L): FAYE L. KIRK, Ukiah, Calif.
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
SPONSOR: Gee Bee Aero, San Jose, Calif.

This the first TAR for Marion since 1953. She has a commercial license with SMEL and Flight Instructor rating. She learned to fly in the first CPT program during WW II and became a flight instructor for the program. Her husband, Herman, is a pilot and they have two children. She will be returning from a U-FLY-IT Tour in So. Africa in time for this race. Memberships: AOPA, CAP, NAA, Santa Clara Valley Chapter of the Ninety-Nines.

Faye, who flew with Marion in the 1953 race has a private license with 525 hours. For 10 years she was owner of a fly-in guest ranch. Her husband, James, is a pilot and two of their three children are starting ground school instruction. Memberships: AOPA, NAA, Santa Clara Valley Chapter of the Ninety-Nines.



#64

PILOT: LINDA "BEBE" SEDLACEK, Pompano, Florida
AIRPLANE: Mooney M21 180 h.p.

Bebe is flying solo in her first TAR. She has a Commercial license with SMEL, Instrument, Flight Instructor and all Ground Instructor ratings. Bebe was a WAC for two years and was stationed in Japan. She is presently a free lance flight instructor and has plans for an overseas ferrying service to be named Bebe Ferrying Service. Memberships: AOPA, CAP, Florida Gold Coast Chapter of the 99's.





#65

PILOT (R): JEAN W. READ, Wheeling, Illinois
CO-PILOT (L): ARLENE JOHNSON, Peoria, Illinois
AIRPLANE: Navion H 285 h.p.
SPONSORS: Friends and Boosters

This is the first TAR for Jean who has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor, all Ground Instructor ratings and 1800 hours. She is a flight instructor at Mt. Hawley Aviation. Her husband, Jack, is a pilot and they have three children. Memberships: Central Illinois Chapter of the 99's.

Arlene is flying her first TAR and has a Private license with 103 hours, and was taught to fly by Jean. She is employed as a bookkeeper. Her husband, Wilford, is a pilot and they have two children. Memberships: AOPA, EAA, Central Illinois Chapter of the 99's.



#66

PILOT: RUTH C. BLISS, Chappaqua, New York
AIRPLANE: Piper Cherokee PA 28 180 h.p.

This will be the fourth TAR for Ruth who has a Commercial license with Instrument and Private Glider ratings and 2400 hours. Her first flight was in 1920 for the time of 10 minutes and then a 40 year hiatus to her first lesson. Her husband, Elliott, is a pilot and is Ruth's favorite passenger as he has wonderful ideas for vacation trips such as Maryland and the Bahamas. They have three children and five grandchildren. Memberships: AOPA, NAA, Greater New York Chapter of the 99's.



#67

PILOT (L): RUTH BAXTER, Lakewood, Colorado
CO-PILOT (R): CHARLENE FALKENBERG, Hobart, Indiana
AIRPLANE: Cessna 182 L 230 h.p.

Ruth is flying her second TAR and she has a Commercial license with SMEL, Instrument, Flight Instructor rating and 820 hours. Her husband, Bud, is an airline pilot and they have two children. Memberships: AOPA, CAP, NAA, Chicago Area Chapter of the 99's.

This is Charlene's second TAR and she has a Commercial license with SMEL and 700 hours, and all Ground Instructor ratings. She is employed as an administrative secretary in the School City of Hobart. Her husband, Walter, is a pilot. Memberships: AOPA, NAA, NPA, FIA, NAC, Chicago Area Chapter of the 99's.



#68

PILOT (R): JoANN J. STYPE, Wooster, Ohio
CO-PILOT (L): JOAN E. MACE, Athens, Ohio
AIRPLANE: Cessna 210 G 285 h.p.

This is the fifth TAR for JoAnn who has a Commercial license with Instrument, Flight and Instrument Flight Instructor and Ground Instructor ratings and 875 hours. She is employed as a flight instructor at Orrville Air Service. Her husband, Roy, is a pilot and they have four children. Memberships: AFA, AOPA, All-Ohio Chapter of the 99's.

This is the second TAR for Joan who has a Commercial license with Instrument, Flight and Instrument Flight Instructor, all Ground Instructor ratings, SMEL and 3270 hours. She is an instructor and FAA Examiner at Ohio University. Her husband Nolan, is a pilot and they have three children. Memberships: All-Ohio Chapter of the 99's.

1970 Contestants

#69

PILOT (L): PAT STOUFFER, Napa, California
CO-PILOT (R): NINA NOEL ROOKAIRD, Concord, California
AIRPLANE: Cessna 172 E 145 h.p.

This will be the third TAR for Pat who has a Commercial license with 900 hours. She is employed as a teacher in the Napa Valley School District. Memberships: AOPA, NAA, NPA, Redwood Empire Chapter of the 99's.

This is the second TAR for Nina who has a Private license with 350 hours. She is a teacher at Pinole High School. Her husband, Richard, is a pilot and they have one daughter and three grandchildren. Memberships: AOPA, NAEC, Redwood Empire Chapter of the 99's.



#70

PILOT (L): ELLIE Mc CULLOUGH, Bay Shore, New York
CO-PILOT (R): ALMA HITCHINGS, Lakewood, New Jersey
AIRPLANE: Mooney Executive 200 h.p.
SPONSORS: Level Line, Inc. Lakewood, N.J.; Freeway Airport, Inc., Mitchellville, Md.; Ocean County Board of Freeholders, Toms River, N.J.

Ellie is flying her seventh TAR and has a Commercial license with Instrument rating and 1300 hours. She is employed as a secretary at Grumman Aircraft and is a bridal consultant at Gertz. She has made 16 jumps and her list of memberships will tell you how busy she is in flying activities: AOPA, ZONTA, L.I. Aviation Council, Grumman Flying Club, L.I. Early Flyers, Governor of the New York-New Jersey Section of the 99's, member of Long Island Chapter.

This is the first TAR for Alma who has a Commercial license with Instrument rating and 375 hours. She is a secretary at First State Bank of Ocean County and has one child. Memberships: AOPA, Garden State Chapter of the 99's.



#71

PILOT (R): GINA JORDAN, Calgary, Alberta, Canada
CO-PILOT (L): Dr. JEAN A. BLENKINSOP, Calgary, Alberta, Canada
AIRPLANE: Piper Comanche PA 24 250 h.p.
SPONSORS: Horizon Aviation; Gulf Oil of Canada, Calgary, Alberta

This Canadian team flying its fourth TAR is piloted by Gina who has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor, ATR ratings and 8700 hours. She is self-employed as a flight instructor. Memberships: Alberta Chapter of the 99's.

Jean, also flying her fourth TAR, has a Commercial license with SMEL and Flight Instructor ratings and 750 hours. Both Jean and her pilot husband, Peter, are medical doctors practicing in Calgary. They have one son. Memberships: Flying Physicians, Aerospace Medical Ass'n., Alberta Chapter of the 99's.



#72

PILOT (R): ANNA M. SPIVEY, Westtown, Pennsylvania
CO-PILOT (L): VIRGINIA Q. MERRION, Malvern, Pennsylvania
AIRPLANE: Piper Cherokee D 180 h.p.

This first TAR team is piloted by Anna who has a Private license with an Instrument rating and 426 hours. Anna and her pilot husband, James, fly to skiing and camping sites. They have two children. Membership: Eastern Pennsylvania Chapter of the 99's.

Virginia, in her first TAR, has a Private license with 166 hours. She is a laboratory supervisor of antibiotics at Wyeth Laboratories, Inc. Her husband, H. Joseph Merriion, is a pilot. Memberships: Eastern Pennsylvania Chapter of the 99's.





#73

PILOT (L): POLLY DUNCAN, Memphis, Tennessee
CO-PILOT (R): ROSEMARY WILLIAMS, Memphis, Tennessee
AIRPLANE: Cessna 177 B 180 h.p.
SPONSOR: Hardeman Aero Corp., Bolivar, Tenn.

Polly is flying her eighth TAR and has a Commercial license with an Instrument rating and 5000 hours. Her husband, Howard, is also a pilot. Polly has flown in several of the IAR's and placed fourth this year. Memberships: AOPA, Memphis Chapter of the 99's.

Rosemary is flying her first TAR and has a Commercial license with an Instrument rating and 700 hours. Her husband, Robert, is a pilot and they have 6 children and the two oldest sons are pilots. Memberships: AOPA, Memphis Chapter of the 99's.



#74

PILOT (R): CHARLOTTE E. PARKER, Wichita, Kansas
CO-PILOT (L): ELEANOR KNOTT, Wichita, Kansas
AIRPLANE: Piper Cherokee PA 28 180 h.p.

Charlotte is piloting this first TAR team and has a Commercial license with Instructor rating and 1200 hours. She is co-owner and flight instructor at Well-Air Flying Service. Her husband, Gerald, is a pilot and they have two children. Memberships: AOPA, Kansas Chapter of the 99's.

Eleanor, in her first TAR, has a Private license with 375 hours. She is treasurer and office manager for Security Oil Company, Inc. Her husband, William, is a pilot. Membership: Kansas Chapter of the 99's.



#75

PILOT (R): MARY M. PEARSON, Escondido, California
CO-PILOT (L): BARBARA L. JOHNSON, Del Mar, California
AIRPLANE: Piper Cherokee PA 28 235 h.p.
SPONSOR: Omni Aviation Managers, Inc., Los Angeles, Calif.

This is the fifth TAR for Mary who has a Commercial license with SELS, Instrument and Flight Instructor ratings, Basic Ground Instructor rating and 6600 hours. A former school teacher, she is now co-owner with her husband, Bradford, of Flight Trails. They have one son. Membership: Palomar Chapter of the 99's.

This will be the second TAR for Barbara who has a Private license with 85 hours. She was taught to fly by Mary and in addition to taking care of pilot husband, Bill, she owns Canine Coiffures. Membership: Palomar Chapter of the 99's.



#76

PILOT (L): MARCELLA P. KLOTTER, Chicago, Illinois
CO-PILOT (R): NANCY J. HERSEE, West Chicago, Illinois
AIRPLANE: Cessna Skylane 182J 230 h.p.
SPONSORS: DuPage County Aviation Corp., West Chicago, Ill., Albert Charles Hersee; Flying Chiropractors Ass'n., Johnstown, Pa.

This is the second TAR for Marcella who has a Commercial license with SMEL, Instrument rating and 1151 hours. She is a Chiropractic Physician and is a charter member and Vice President of Flying Chiropractors Ass'n. Her husband, George, is not a pilot. Memberships: NAA, Chicago Area Chapter of the 99's.

Nancy is flying her first TAR and has a Private license with 110 hours. She is a receptionist at DuPage Aviation. Her husband, Albert, is not a pilot but her oldest son, Steve, is instrument rated and very proud of his mother. There are four other children to root this team on. Membership: Chicago Area Chapter of the 99's.

1970 Contestants

#77

PILOT (shown): SOPHIA M. PAYTON, Coraopolis, Pennsylvania

CO-PILOT: MARILYN COLLETTE, Akron, Ohio

AIRPLANE: Piper Comanche PA 24 260 h.p.

SPONSORS: Lease-A-Plane, Santa Monica, Calif.; Husband - Neal D. Payton, Coraopolis, Pa.

This is the sixth TAR for Sophia who has a Commercial license with Commercial Glider rating and 1474 hours. While she lists herself as housewife, she spends most of her spare time in flying local and national races. She has been a winner in several of them. Her husband, Neal, is an airline pilot and she has a twin sister who is a pilot. Memberships: AOPA, NAA, Indiana Chapter of the 99's.

Marilyn is flying her first TAR. She has a private license with instrument rating and 1,460 hours. She has flown IAR's, Indiana FAIR Ladies and nine Michigan SMALL Races. She is self-employed as a public accountant. Memberships: NAA, National Public Accountants Society, Secretary, Akron Chapter, Public Accountants Society of Ohio and Indiana Chapter of the 99's.



#78

PILOT (R): LORNA de BLICQUY, Ottawa, Canada

CO-PILOT (L): BEVERLEY WILKINSON, Toronto, Canada

AIRPLANE: Piper Cherokee PA 28 180 h.p.

SPONSOR: Bradley Air Services, Ltd., Ontario, Canada

This is the first TAR for Lorna who was last year's contest winner of "Why I want to Fly the PPD". And here she is with a Commercial license, SMELS, Flight and Instrument Flight Instructor, Commercial Helicopter, Private Glider, one jump, Advanced Ground Instructor rating and 4000 hours. She was a charter pilot in High Arctic Islands in the summers of '67 and '68. She has instructed in New Zealand and is currently an instructor at Ottawa Flying Club. Her husband, Richard, is a pilot and they have one daughter. Memberships: AOPA, SSA, WHIRLY GIRLS, Ottawa-Montreal Chapter of the 99's.

This is the first TAR for Beverley who has a Private license with 75 hours. Her first experience with flying was with her father as a child in the Canadian Arctic.



#79

PILOT (shown): MONA M. BUDDING, Auburndale, Massachusetts

CO-PILOT: GEORGIA E. PAPPAS, Arlington, Massachusetts

AIRPLANE: Cessna 337 E 420 h.p.

SPONSOR: Burnside-Ott Aviation Training Center, Opa-Locka, Florida

Mona is flying her second TAR and has a Commercial license with SMELS, Instrument rating and 650 hours. Her husband is not a pilot but, with their one child, the family makes trips to Bahamas, Mexico and their second home in Florida. Memberships: AOPA, NPA, Eastern New England Chapter of the 99's.

This is the first TAR for Georgia who has a Commercial license with Instrument rating. Her flying is for fun and she has participated in the New England air races and was a contestant in primary aerobatics competition. Memberships: AAA, Eastern New England Chapter of the 99's.



#80

PILOT (L): LORENE WRAY ROBERTSON, Dublin, California

CO-PILOT (R): MARCIA LEE GAY, San Rafael, California

AIRPLANE: Cessna 177 180 h.p.

SPONSORS: Holiday Magic, Inc., San Rafael; Spectrum Air, Inc., Novato, Calif.

This is the fifth TAR for Wray who has a Commercial license with Flight Instructor rating, Parachute Rigging and 890 hours. She recently retired as Senior Quality Control Specialist at Alameda Air Station after 25 years. She is married to Jerry Robertson, also an ardent pilot. Wray plans to be a free lance flight instructor. Membership: Bay Cities Chapter of the 99's.

This is the first TAR for Marcia who has a Private license with 80 hours. A former registered nurse, she is Director of Women's Aviation for Spectrum Air. Her husband, Ben, is not a pilot and will stay at home to take care of their 17 month old child. Membership: Bay Cities Chapter of the 99's.





#81

PILOT: EVELYN MAHLE, Rockville, Maryland
AIRPLANE: Mooney Executive 200 h.p.

This is the second TAR for Evelyn who has a Commercial license with Instrument and Flight Instructor ratings and 515 hours. She learned to fly in Switzerland after giving up racing of sports cars. A citizen of Switzerland, she is an independent ice skating pro in St. Moritz. Her husband, Christoph, is a pilot. Memberships: AAA, AOPA, Washington, D. C. Chapter of the 99's.



#82

PILOT: LOUISE J. HYDE, North Salem, New York
AIRPLANE: Bonanza V35-A 285 h.p.

This will be the eleventh TAR for Louise who has a Commercial license with SMEL and 2430 hours. Louise was a WASP, served on the AWTAR Board for two years as route director and was a charter member of the FAA Women's Advisory Committee on Aviation. Her husband, Gordon, is not a pilot. Memberships: AOPA, NAA, WASP, WACOA, Greater New York Chapter of the 99's.



#83

PILOT: TRINA ADELA JARISH, Wethersfield, Connecticut
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSOR: Cromwell Steak House, Cromwell, Connecticut

This is Tina's third TAR and again she is flying solo. She has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor ratings and 850 hours. She is a co-owner of the sponsoring Cromwell Steak House. Memberships: AOPA, NAA, CCAA, Connecticut Chapter of the 99's.



#84

PILOT (R): JUANITA B. HALSTEAD, Montgomery, Alabama
CO-PILOT (L): MIRIAM S. DAVIS, Miami, Florida
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.
SPONSOR: Sub Tropical Testing Service, Inc., Miami, Fla.

This is the second TAR for Juanita who has a Private license with SMEL and Instrument rating and 1000 hours. Her husband, C. F. Halstead, is a pilot and they have five married daughters. Add to each daughter a son-in-law to urge this team on. Memberships: NAA, Alabama Chapter of the 99's.

This is the fifth TAR for Miriam who has a Commercial license with SMEL and Instrument rating and 1075 hours. She is Research-Corporate Secretary and Pilot for the team's sponsor. Her husband, C. Hubbard Davis is a pilot. Miriam was the Chairman for the 1970 Angel Derby. Memberships: AOPA, NAA, Florida Gold Coast Chapter of the 99's.

1970 Contestants

#85

PILOT (R): PAULINE GLASSON, Corpus Christi, Texas
CO-PILOT (L): CATHARINA "Rooky" Biehn, Corpus Christi, Texas
AIRPLANE: Cessna 172 K 150 h.p.

This will be the eighteenth TAR for Pauline who thinks she has 6 trophies . . . not a bad record. She has a Commercial license with SMELS, Instrument, Flight and Instrument Flight Instructor ratings, Private Glider and Ground School ratings and 18,750 hours. She is self-employed as Flight Instructor and Aerial Photographer. Her husband, Claude, is a pilot and pipe-line patroller. She is a member of the Tip of Texas Chapter of the 99's.

Rooky is flying her first TAR and has a Private license with 90 hours. She is kept busy taking care of pilot husband, Jim, and two children, ages 7 and 9. She is a member of the Tip of Texas Chapter of the 99's.



#86

PILOT (L): MARY ANN NOAH, Shawnee Mission, Kansas
CO-PILOT (L): BOBBI MILLER, Kansas City, Missouri
AIRPLANE: Piper Comanche PA 24 260 h.p.

Mary Ann is flying her eleventh TAR and has a Commercial license with SMEL, Instrument and Private Helicopter ratings and 3300 hours. Her flying is for pleasure when not spending her time with two grandsons, two daughters and two sons. She won the 1965 Powder Puff Derby. Memberships: AOPA, CAP, NAA, Whirly Girls, Greater Kansas City Chapter of the 99's.

This will be the first TAR for Bobbi who has a Private license with 230 hours. A Cleveland resident as a child, she learned to love flying thru the Cleveland Air Races and learned to fly and got her mechanics license at Stephens College. Her husband, William, is a student pilot. They have five sons and one daughter. Memberships: AOPA, NAA, Greater Kansas City Chapter of the 99's.



#87

PILOT (R): DOROTHY PORTS, Shreveport, Louisiana
CO-PILOT (L): EVELYN SNOW, Bossier City, Louisiana
AIRPLANE: Champion Citabria 7KCAB 150 h.p.
SPONSORS: Campbell Air Service, Inc., Vivian, La.; Ports Flying Enterprises, Inc., Shreveport, La.

This first TAR team is piloted by Dorothy who has a Private license with Instrument rating and 628 hours. She was soloed by her pilot husband, C.M. "Bud", and their daughter has also soloed. At one time she was company pilot but is now a part time real estate saleslady. Memberships: NAA, Shreveport Career Women, Shreveport Christian Women, Arklatex Aviation Ass'n., Int'l. Aerobatic Club, Shreveport Chapter of the 99's.

Evelyn is also flying her first TAR and has a Private license with Ground Instructor rating and 196 hours. She learned to fly thru AF Aero Clubs and has taught ground school at Barksdale AFB where husband, Lt. Colonel Daniel W. Snow is stationed. They have four children and their oldest daughter has soloed. Memberships: CAP, Shreveport Chapter of the 99's.



#88

PILOT (L): MARY N. ABLE, Houston, Texas
CO-PILOT (R): RUTH A. HILDEBRAND, Houston, Texas
AIRPLANE: Beechcraft Bonanza S 35 285 h.p.
SPONSOR: Modern Aero, Inc., Dallas, Texas

This is the third TAR for Mary who has a Commercial license with SMEL, Instrument and Ground Instructor ratings and ATR and is employed as a flight and ground instructor for Hazelhurst aviation and flies a Twin Bonanza as her father's personal pilot. Her husband, Conover, is a pilot and Mary has taught one of her two sons to fly. She has 30 hours of co-pilot time in a Lear Jet. Memberships: NAFI, Houston Chapter of the 99's.

Ruth, flying in her first TAR, has a Private license with 420 hours. She started to fly on a dare and fell in love with flying. With her pilot husband, Thomas, Ruth owns and manages four dog grooming salons - Classy Canine Cuts. They have two sons. Memberships: AOPA, FFA, Texas Flying Farmers & Ranchers, Texas State Aviation Ass'n., Houston Chapter of the 99's.





#89

PILOT (L): CAROL LEE STEPHAN, Youngstown, Ohio
CO-PILOT (R): BARBARA JANE ETTER, Wintersville, Ohio
AIRPLANE: Cessna 210 260 h.p.
SPONSORS: Baron Chevrolet, Weirton, W. Va.; Stuebenville Area Businessmen, Ohio; Wintersville Area Businessmen, Ohio

Carol is flying in her first TAR and has a Commercial license with Instrument, SMEL, Flight and Instrument Flight Instructor, Advanced Ground Instructor ratings and 1050 hours. She started flying at Ohio University and was active in NIFA. She was a winner, in 1969, of an Amelia Earhart Scholarship Award and gained her multi-engine rating. Her husband, Ronald, is a pilot. Membership: All-Ohio Chapter of the 99's.

Barbara, in her first TAR, has a Private license with 214 hours. Barbara is kept busy taking care of pilot husband, Irvin, and their two children when not involved with the building of a Smith Mini-plane, welding in her garage and wing building on the card table. Memberships: AOPA, EAA, All-Ohio Chapter of the 99's.



#90

PILOT: THELMA O. DREW, Camarillo, California
AIRPLANE: Mooney Mark 20 C 180 h.p.

Thelma is flying solo in her first TAR and has a Commercial license with 270 hours. She is hopeful of having her Instrument rating very shortly. Her husband, Robert, is a pilot and they have two children and four grandchildren. Memberships: NPA, Santa Barbara Chapter of the 99's.



#91

PILOT (L): LYNN NEWTON, Balboa Island, California
CO-PILOT (R): ELANE SMITH, Laguna Beach, California
AIRPLANE: Cessna 172 150 h.p.

Lynn is flying her first TAR and has a Private license with Instrument rating and 269 hours. Her husband, George, is not a pilot but along with their two children, is eagerly watching the progress of this team. Memberships: AOPA, Orange County Chapter of the 99's.

Elane, in her first TAR, has a Private license with 50 hours. Her husband, Allen, is not a pilot but he, too, is eagerly watching this team along with their four children. Memberships: AOPA, Orange County Chapter of the 99's.



#92

PILOT: PHYLLIS A. PIERCE, Los Altos, California
AIRPLANE: Champion Citabria 7 KCAB 150 h.p.
SPONSORS: Flightway Sport Aviation, Inc., Oakland; Skyline Aviation, Inc., San Jose, California

This is the second TAR for Phyllis who has a Commercial license with SMEL, Private Helicopter ratings, 530 hours and one big jump. She is office manager at Skyline Aviation, Inc. Her husband, Fred, is a pilot and they have three children and two grandchildren. Memberships: AOPA, Whirly Girls, SCCAA, Santa Clara Valley Chapter of the 99's.

#93

PILOT: ESTHER GRUPENHAGEN, Anaheim, California

AIRPLANE: Mooney Ranger M20C 180 h.p.

SPONSORS: Aviation Unlimited, Inc., Fullerton; Task Corp., Anaheim, Calif.

Flying solo in her first TAR, Esther has a Commercial license with Flight Instructor and Ground Instructor ratings and 525 hours. She learned to fly in Florida, then moved to Georgia, Sweden and now California to give her flying a variety of scenery. She is a flight instructor at Aviation Unlimited, Inc. Her husband, Max, is a pilot and they have three children. Esther is a member of the Orange County Chapter of the 99's.



#94

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

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

AIRPLANE: Mooney 21 200 h.p.

SPONSOR: R. L. Schivodo, Vista, California

Jean is flying her eighth TAR and has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor ratings, Commercial and Instructor Helicopter ratings and 16,700 hours. She won the 1950 Powder Puff Derby. A former WASP, Jean is chief pilot and designee at Rose Aviation. Her husband, Rex, is a pilot. Memberships: EAA, NAA, WASP, San Fernando Valley Chapter of the 99's.

Janice is flying her first TAR and has a Private license with 68 hours. She works for a Mooney dealership-Flight Trails. Her husband, Stuart, is a pilot. Janice is a member of the San Fernando Valley Chapter of the 99's.



#95

PILOT (R): INGRID HEINZ, Johannesburg, South Africa

CO-PILOT (L): DR. SHIRLEY SIEW, Johannesburg, South Africa

AIRPLANE: Piper Cherokee PA 28 180 h.p.

SPONSORS: The Johannesburg Branch of the Women's Aviation Ass'n.; South African Airways, Johannesburg, South Africa

This over-seas team flying its first TAR is piloted by Ingrid who has a Commercial license, Flight Instructor rating and 850 hours. She competed in the Star and Tip-to-Top race from Johannesburg to Cape Town. She is a registered nurse and private secretary. Her son has soloed and is a medical student. Membership: South African Section of the 99's.

Shirley, flying in her first TAR, has a Private license with 519 hours. She has flown in many races in South Africa when not busy at her work as Pathologist, Senior Lecturer at the University of Witwatersrand. She was awarded an International Fellowship and spent two years in the U.S. doing post-graduate work and did fly in several parts of our country. She is Chairman of the Johannesburg Branch of Women's Aviation Ass'n. and charter member of the South African Section of the 99's.



#96

PILOT (R): JANE SIMMONS, Indianapolis, Indiana

CO-PILOT (L): TANNIE SCHLUNDT, Indianapolis, Indiana

AIRPLANE: Beechcraft Bonanza V35A 285 h.p.

This will be the second TAR for Jane who has a Private license with Instrument rating and 1200 hours. She is squeezing time for this race between a World Pigeon Shoot in France and a trip with her grandson on an African safari. Membership: Indiana Chapter of the 99's.

This will be the third TAR for Tannie who has a Private license with 1500 hours. She is a travel consultant and her husband, Paul, is a corporate pilot and they have one son. Memberships: Indianapolis Aero Club, Bon Vivants, Indianapolis Chapter of the 99's.





#97

PILOT: JEAN PITCHFORD, Albuquerque, New Mexico
AIRPLANE: Piper Comanche PA 24 250 h.p.

Jean is flying her first TAR solo. She has a Commercial license with SMEL, Instrument and Flight Instructor ratings and 700 hours. She has been granted an FAA approval to operate a charter service in New Mexico.



#98

PILOT (L): MARCI BARNET, San Luis Obispo, California
CO-PILOT (R): CHRISTINE H. MOULIN, Arroyo Grande, California
AIRPLANE: Piper Comanche PA 24 180 h.p.
SPONSOR: Coastal Airlines, Inc., San Luis Obispo, Calif.

Marci is flying her fourth TAR and has a Commercial license with 324 hours. Her flying is for pleasure which includes the POWDER PUFF DERBY race. Her husband, Robert, is a pilot and they have four children. Membership: Santa Barbara Chapter of the 99's.

Christine is flying her first TAR and has a Private license with 130 hours. She is "office manager" of Coastal Airlines, which is operated by pilot husband, Roger. She is working to obtain her commercial and flight instructor ratings. Memberships: Santa Barbara Chapter of the 99's.

MORE CONTESTANT SPONSORS



#93 Cliff Walters, President of Aviation Unlimited, sponsor and Esther Grunehagen.



#14 Wanda Strassburg, pilot, Charles Wiswell, Swift Aire Lines, Inc., sponsor, and Ouida Glick, co-pilot. In front is John Holbrook, sponsor.

HANDICAP "PAR" SPEEDS

NOTE: To be eligible to race the airplane must have been manufactured on or after January 1, 1960.
These handicaps apply only to specific airplanes, engine models and propeller stated below.

Manufacturer Model	Year	HP	PAR (MPH)	Manufacturer Model	Year	HP	PAR (MPH)
AERO COMMANDER				Skyhawk 172	1969-'70	150	120
200 A B C	1959-'64	260	196	210 G Centurian	1967-'69	285	180
200 D	1965-'68	285	195	CHAMPION			
100	1966-'68	150	113	Citabria 7GCAA + 7KCAB		150	110
BEECHCRAFT				LAKE			
Travel Air B-95 to E-95	1960-'68	360	190	LA-4	1960-'70	180	126
Bonanza K to M-35	1960	250	190	MOONEY			
Bonanza N to P-35	1961-'63	260	185	Mark 21 (M20-A thru C)	1960-'69	180	152
Bonanza S to V-35	1964-'67	285	192	Super 21	1964-'67	200	166
Bonanza V-35A	1968-'69	285	190	Executive 21 (M20F)	1967-'70	200	160
Bonanza 36A-36	1969-'70	285	184	Statesman (M20G)	1968-'70	180	149
Bonanza E-33	1968-'69	225	175	Master (M20D)	1963-'65	180	127
Bonanza E-33A	1968-'69	285	188	Chaparral (M20E)	1969	200	166
Debonair A-33 to C-33	1960-'67	225	175	Ranger (M20C)	1968-'70	180	152
Debonair C-33-A	1966-'67	285	188	NAVION			
Musketeer 23	1963	160	122	Rangemaster G	1961-'64	260	165
Musketeer A-23	1963-'68	165	126	Rangemaster H	1967-'70	285	177
Musketeer A-23-19	1965-'69	150	120	PIPER			
Musketeer A-23-24	1966-'69	200	138	Cherokee 6 PA-32-260	1965-'69	260	146
Musketeer Custom	1969	180	131	Cherokee 6 PA-32-300	1966-'69	300	154
Musketeer A24R	1970	200	150	Cherokee PA-28-235	1964-'69	235	146
BELLANCA				Cherokee PA-28-150	1962-'67	150	124
260 A thru C	1960-'68	260	184	Cherokee PA-28-160	1963-'69	160	126
Super Viking	1969-'70	290	174	Cherokee PA-28-180	1963-'69	180	132
CESSNA				Cherokee PA-28-140	1964-'69	150	122
Skymaster 336	1964	420	163	Arrow PA-28R	1967-'69	180	150
Skymaster A-B-C 337	1965-'68	420	180	Arrow PA-28R	1969-'70	200	156
210-210A	1960-'61	260	179	Twin Comanche PA-30	1963-'70	320	185
210 B-C	1962-'63	260	175	Twin Comanche PA-39C/R ...	1970	320	185
210 D-E	1964-'65	285	179	Apache PA-23	1960-'62	320	163
210-F	1966	285	178	Comanche PA-24-400	1964-'65	400	203
205 A	1963-'64	260	147	Comanche PA-24-250	1960-'64	250	170
P206	1965-'69	285	154	Comanche PA-24-260	1965-'70	260	175
U206	1964-'69	285	154	Comanche PA-24-180	1960-'64	180	147
Skylane 182	1960-'70	230	150	Tri-Pacer PA-22-160	1960	160	121
Skywagon 185	1961-'66	260	156	Super Cub PA-18-150	1960-'68	150	108
Skywagon A-185-E	1966-'69	300	158	WACO			
Skylark 175	1960-'63	175	127	Minerva	1968-'69	220	142
180	1960-'69	230	150	Sirius & Vela	1968-'69	220	160
Cardinal 177	1968	150	124	Meteor	1969	260	215
Cardinal 177	1969	180	130				
Cardinal 177	1970	180	133				
Skyhawk 172	1960-'68	145	119				

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 operations 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.

RESUME OF PAST RACES

<i>Year</i>	<i>Start and Terminus</i>	<i>Total Miles</i>	<i>Planes Entered</i>	<i>Winners Pilot & Co-Pilot</i>	<i>Aircraft</i>	<i>Average (Mph) Ground Speed</i>
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, Calif.	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

AWARDS

First Place

- AWTAR Trophy for pilot and co-pilot. \$2000. Cash.
- Name inscribed on Perpetual Rotating Trophy on display in National Air Museum, Washington, D.C. (Donated in 1950 by the San Diego Chapter of the Ninety-Nines).
- A ten carat Diamonair (simulated diamond - Product of Litton Industries). (Donated by Airtron Jewelry Products Group from the exclusive collection at I. Magnin, Carmel, Calif. beginning July 2, 1970).
- * Airport/Aviation Atlas to pilot.
- * CSG-6P Computer to co-pilot.
- Three piece set of INVICTA luggage (donated by York Luggage Corp.)
- Automatic Crash Locator Beacon - RLB2A (Donated by ACR).

Second Place

- AWTAR Trophy for pilot and co-pilot. \$1500. Cash
- * Instrument Course Flight Pak - (CR-2 Computer, Hood & Course) to pilot.
- * CR-2 Computer to co-pilot.

Third Place

- AWTAR Trophy for pilot and co-pilot. \$1000. Cash
- * CSG-6P Computer to pilot.
- * CR-2 Computer to co-pilot.

Fourth Place

- AWTAR Trophy for pilot and co-pilot. \$500. Cash
- * 1H-1W Instrument Hood to pilot.
- * CSG-1P Computer to co-pilot.

Fifth Place

- AWTAR Trophy for pilot and co-pilot. \$250. Cash
- * "ATC Clears" record to pilot.

Sixth Place

- AWTAR Trophy for pilot and co-pilot. \$75. Cash.

Seventh Place

- AWTAR Trophy for pilot and co-pilot. \$50. Cash (Donated by SMITH TRUCKING Co., L. A. Calif.)

Eighth Place

- Trophy for pilot and co-pilot (Donated by CROSSROADS TRAVEL SERVICE, INC., Oak Park/Chicago, Ill.)

*These items presented by JEPPESEN and CO., Denver, Colo.

Highest Score by National Aero Club Pilot.

- Ladies Alarm Wrist Watch (Donated by NATIONAL AERO CLUB, Ann Arbor, Mich.)

Highest Score for a Pilot Flying Solo.

- \$100. Cash and Silver Bowl (Donated by VOLNEY G. BENNETT LUMBER CO., Camden, N.J.)

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

- \$50. Cash

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

- \$100. Cash.

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

- * Instrument Course Flight Pak - (CR-2 Computer, Hood & Course) to pilot.
- \$25. Cash to co-pilot. (Donated by SPEED'S FLYING, N.Y.C.)

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

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

For Best Score Made 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 - 450 hp.	50 Cash

(Donated by FLYING MAGAZINE, NYC.)

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, Mich.)

LEG PRIZES

Leg #	From	To	Award
1A	Monterey	Fresno	\$250 \$150 \$100
1	Monterey	Las Vegas	\$50 and Medal
2	Las Vegas	Farmington	Hand Wrought Silver "99" Bracelet
3	Page	Colorado Springs	\$150 \$100 \$ 50
4	Farmington	Hutchinson	\$ 25
5	Colorado Springs	Springfield	\$ 50
6	Hutchinson	Dyersburg	\$100
7	Springfield	Louisville	\$ 50
8	Dyersburg	Morgantown	\$100
9	Louisville	Bristol	\$100
10	Morgantown	Bristol	\$ 25

Thanks to:

Fresno Chapter 99's, Terra Sphere Chem., Inc. Denair Aviation, Inc., Lisle Air Serv., Calif. Agricultural Aircraft Assoc., Inc. Hertz Corp. Wayne Andrews, Fresno Sky Riders, Inc. F. Lambe Piper Agcy., Lamb-Air, E.E. Stone, All West Avionics, Mazzei Fly'g. Serv., Inc., all of Fresno; Robert Vance, Firebaugh Ruck Construction Co., Inc. and Norma's Flight School, Tucson, Ariz. Tucson Chapter 99's

Conejos Cabins, Platoro, Colo., Mr. & Mrs. Jas. R. Shattuck, Owners. AWTAR, Inc. Colorado Springs C. of C. Gulf Oil Corp./Paducah Sales Office, Ky. Louisville & Jefferson County Air Board, Ky. Kennett Aero Club (honoring DYR FSS) Louisville & Jefferson County Air Board, Ky. AWTAR, Inc.

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
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.



AWTAR, Inc.
Teterboro Airport
Teterboro, New Jersey

2759.31 Statute Miles