

Powder Puff Derby

JULY 4-9, 1969

23rd ANNUAL



OFFICIAL PROGRAM \$1.50

ALL WOMAN TRANS-CONTINENTAL AIR RACE

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

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Lois Fairbank: Assistant Editor

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Marian Andrews: Artwork

LIST OF CONTESTANTS

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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.	NAA—National Aeronautic Assoc.
AOPA—Aircraft Owners and Pilots Assoc.	NAEC—National Aerospace Education Council
ATC—Air Traffic Control	NATA—National Aviation Trades Assoc.
ATR—Airline Transport Rating	NBAA—National Business Aircraft Assoc.
AWNAR—All-Woman New England Air Race	NPA—National Pilots Assoc.
AWTAR—All-Woman Transcontinental Air Race	PPD—Powder Puff Derby (AWTAR)
CAP—Civil Air Patrol	RON—Remain Over Night
CPT—Civilian Pilot Training	SEL—Single Engine Land
EAA—Experimental Aircraft Assoc.	SES—Single Engine Sea
FAA—Federal Aviation Agency	SPA—Sportsman Pilots Assoc.
FAI—Federation Aeronautique Internationale	SSA—Soaring Society of America
FFA—Flying Farmers Assoc.	TAR—Transcontinental Air Race (PPD)
FIA—Flight Instructor Airplane	VFR—Visual Flight Rules
FII—Flight Instructor Instrument	WACOA—FAA's Women's Advisory Committee on Aviation
FSS—Flight Service Station	WASP—Women's Airforce Service Pilots
IAR—International Air Race	WIAA—Women's Interna'l Assoc. of Aeronautics
ILS—Instrument Landing System	

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 all race

THON GRIFFITH is serving her 2nd year on the Board and is Route Director and West Coast Representative. She has a com'l license and is flying her 2nd TAR. She was Chief Judge of the 1967 AWTAR and has served on the Int'l Resolution Committee of the 99's and the Orange Co. Chapter.



BARBARA EVANS, Vice Chairman-Treasurer, is serving her 8th year on the Board. In '61 and '64 she was part of the Route Survey Team, has been a Terminus Chairman, and has flown 4 TARs. She joined the 99's in 1950 and has served as Governor of the N.Y.-N.J. Section, Int'l. Treasurer for 2 years and Int'l. Secretary for 2 years and member of the Int'l Exec. Board. She attended Northwest Christian College in Oregon. Barbara has edited the official race program for 7 years.



PEG DAVIDSON, serving her 2nd 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. She has flown in the IAR and in 5 AWTAR races, winning in 1966 and 1967 in her Cessna 205.



KAY A. BRICK, Chairman, is serving her 19th year on the Board, her 8th as Chairman. Kay has raced in 5 TARs, holds a commercial license, SMEL and Instructor ratings and 5550 hours. She was a WASP Squadron Commander in WW II. 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 28 years, is a past Int'l. President, and is a member of the FAA Women's Advisory Committee.



BETTY WHARTON is serving her 3rd year on the Board and is in charge of race aircraft inspection. She has raced her Cessna 210 in the San Diego-Fallon, Nevada race, and also takes part in the La-Jolla Sports Car Club rallies and races. Betty has been a 99 for 6 years and is a charter member of the San Diego Aerospace Museum. She is racing in her first TAR this year.



MARIAN ANDREWS is serving her 5th year on the Board. She has been a 99 for 15 years, has served as Governor N.Y.-N.J. Section, chairmanned Terminuses and flown 3 TARs. A noted artist, she has designed the official race program covers for 14 years, the First Day Cover for A.C. 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.



PAT WILSON serves the Board of Directors as Secretary and has been Chief NAA Timer and Judge. She holds a com'l license, SELS, is an aeronautical engineer, has flown the TAR and ferried aircraft to Alaska. She has served as Chairman of the N.Y.-N.J. 99's and has been a member of that organization for 20 years.



FRAN BERA, serving her 1st year on the Board, is uniquely qualified to assist in its administration, having won the race 7 times, placed 2nd 4 times in the 18 TARs 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 21 years.

Powder Puffs of STEEL

If there are those among you who are fearful that the generation, now full-fruited in the 60's, has gone soft, has forgotten how to persevere, to ignore the extremes of heat and cold—be reassured.

FLY with a POWDER PUFF DERBY pilot when racing and you will be heartened to observe that American women are still made of that pioneer stock that traversed this country decades ago. Intent on their terminus goal, they will not have time to ponder the struggles of their ancestors who creeked and crawled in their wagons along the same latitude.

Time and space will require them to pit their knowledge and experience against their competitors and the elements of wind and weather, compounded by a need for oxygen at higher altitudes. Skillfully they will seek favorable conditions for winning. Abandoning the joys of leisurely flying, they will be up and minutely inspecting their aircraft as early as 3 A.M.—by flashlight. And it's cold in the mountain areas before sun-up! Condensation is sopped off, and all leading edges and areas critical to speed will come under intensive scrutiny. You may see racers high on a ladder as necessary, or flat on their backs under the low-winged aircraft, the better to clean the surfaces from the bombardment of bugs during flight, or glaze with more wax the vital leading edges.

Many have air-conditioning units on board, yet regardless of blazing July temperatures, these vents are kept securely closed lest speed be lost. Also flying to the starting point of the Derby, true performance must be checked and maximum operation A-OK'ed. At every stop made, careful checks of gas and oil consumption are taken, even at the broiling desert airports. Pencil and flight forms in hand, these pilots stand on the tarmac beside the gas truck to record the vital figures. Nourishment is sparingly indulged in, and it's early to bed during the race.

When the starting gun signals the honorary starter to drop the flag for TAR #1 to roll, spectators thrill as the colorful aircraft swiftly and gracefully swing into the morning sun. It may look as easy as turning on the dishwasher, the drier, or the garbage disposal, but these women of the "soft-sixties" have spent weeks practicing, and most likely much of it on hands and knees pouring over yards of charts plotting their course. Thus it is that

on climb-out they point their noses at just the right angle in the preferential direction.

There are some women who race year after year, addicted to the POWDER PUFF DERBY, but the addiction is to long days of preparation and the annual challenge over varying routes across a huge continent in the largest, longest and oldest of all speed races in the world. More than half of those entered each year have never flown the POWDER PUFF DERBY before, and most of them have spent months and even years achieving the necessary qualifications in order to compete.

This may be an affluent society which tends to breed laziness, yet here are women 17 years of age to 70 plus, varied in their professions, homemakers, leaders in their communities, many whose activities extend beyond state boundaries, all in an ever-widening understanding of the world and its problems. Ask them and they'll agree, that with a bit-of-a-shakedown, they're ready for a moon race.

In Helen Shropshire's terse summary, desire to compete in the POWDER PUFF DERBY is:

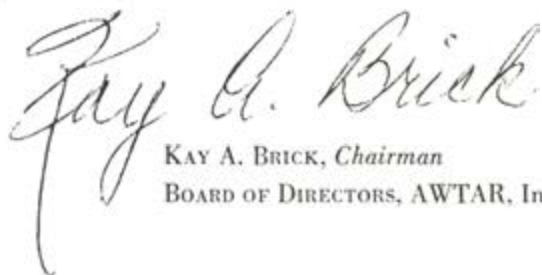
"To TOUCH the past and thus preserve the traditions of our pioneers

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

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

When you encounter this group of women, you are looking at symbols of the strength of America, a refreshing indication that our breed is determined and worthy. Prosperity makes airplanes available, but the third dimension requires the stamina, the concentration and the resourcefulness that keeps America great.

Don't let those eyelashes, and matching gowns which they designed and created themselves, fool you. America is in good hands!



KAY A. BRICK, *Chairman*
BOARD OF DIRECTORS, AWTAR, Inc.

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 17th consecutive year Simplex clocks are used throughout the race. TRW Systems have prepared and supplied the tables used in computing the scores.





C. "Mac" Huntington
ATR, SMELS, FIA, F11
Flown 7 TARS
11,000 Hours
Flt. School Operator



Anna "Boo" Christensen
Private License
250 hours
Flown TAR twice



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



Lois K. Bartling
Com'l Instrument
2800 hours
Flown 8 TARs.
TAR Board
5 years
Route Surveyor twice



START

INSPECTORS

FINISH



Chairman Helen Mennitto
Com'l, SELS
Instructor
TAR Inspector 2 years



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.



Helen Sheffer
Com'l. SMELS,
Instructor
10,000 hours
WASP

SAN DIEGO, CALIF.

Chairman—E. A. Johnston W6 KBT

LAS VEGAS, NEVADA

Chairman—Dale Porray K7 RBM
Las Vegas Amateur Radio Club

ST. GEORGE, UTAH

Chairman—Floyd Young W7 LXV

SALT LAKE CITY, UTAH

Chairman—CW0 W-3 W. J. C. Fahey
Utah Air National Guard

ROCK SPRINGS, WYOMING

Chairman—Grant Brown W7 PJX

CHEYENNE, WYOMING

Chairman—Lois Sims W7 COJ
Frontier Amateur Radio Society

KEARNEY, NEBRASKA

Chairman—Glen Byars W0 BNF

ST. JOSEPH, MISSOURI

Chairman—Ervin S. Branson WA0 RTT
Missouri Valley Amateur Radio Club

MT. VERNON, ILLINOIS

Chairman—Paul B. Bellamy W9 JLL

HUNTINGTON, WEST VIRGINIA

Chairman—Kay Anderson W8 DUV
Tri-State Amateur Radio Assn. Club Call W8 VA

WASHINGTON, D.C.

Chairman—Viola Davy K4 EAM
Gordon Davy K4 XKK
Washington Area Young Ladies Amateur Radio Club

AWTAR HAMS



Mrs. Carolyn Currens, W3 GTC, is chairman of the "Ham" Radio Net for the 12th year. This is the 18th consecutive year that an amateur radio net will assist with Communications during the Powder Puff Derby. Start, finish and each enroute airport will be covered by a "ham" working as part of a relay team.

E. A. Johnston
W6 KBT

Dale Porray
K7 RBM

Grant Brown
W7 PJX

Lois Sims
W7 COJ

Ervin S. Branson
WA0 RTT

Kay Anderson
W8 DUV



The Ninety-Nines, Inc.

From a dream and with lots of hope, fortitude and a concern for other women fliers, the Ninety-Nine Club was formed in 1929. Built on the premise "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", the Club matured, becoming the Ninety-Nines, Inc. in 1950.

Thus our organization, named after the number of its charter members, has grown to over 3,700 members representing twenty-five nations.

Since the publication of "Thirty-Sky Blue Years" in 1959, we have continued to reach out to all facets of aviation in our quest for knowledge and to serve others.

We are proud of our Amelia Earhart Scholarship program and its far reaching effects. Started in 1941, thirty-eight scholarships have been awarded to outstanding members for the furtherance of their aviation education.

Seminars, workshops, lectures, aerospace projects, serving on government and community aviation committees, working with the C.A.P. and Wing Scouts, conducting "Penny or Two Pence-A-Pound" rides have all helped to educate and introduce the public to general aviation as a part of our continuing Air Education program. To encourage college girls, a Ninety-Nine permanent trophy was established to be presented each year to the outstanding flyer in the National Inter-collegiate Flying Association whose purpose is to foster the growth of college flying and the advancement of aviation education.

Another very worthwhile project is our "Airmarking the Skyways like the Highways" to aid pilots.

As flyers and endorsers of the All-Woman Transcontinental Air Race (Powder Puff Derby), we are busy each year hosting the race at the start and finish lines as well as the intermediate points. Smaller races such as Michigan Small Race, Indiana Fair Lady, New England AWNEAR, etc. completely run by local chapters, have quadrupled in the last ten years. There has also been a revival of the "closed course" pylon racing.

Our members have gone on to conquer the oceans of the world as Good-Will Ambassadors and now have their sights on the challenging horizons of outer space.

Another event that focused world wide attention on the true spirit of Amelia Earhart, as exemplified by the Ninety-Nines today, was the Amelia Earhart Commemorative Stamp Celebration. It began on July 24, 1963, with a fly-away from her birthplace in Atchison, Kansas, to all the capitols in the U.S., to President Kennedy at the White House, and to many places overseas where she had been honored.

As a result, special Amelia Earhart First Day Covers were made available to the public. They included those autographed by six charter members at Atchison, Kansas; those cancelled on Howland Island, May 21, 1964; those carried by Joan Merriam Smith and Sheila Scott on their solo, round-the-world flights, 1964 and 1966 respectively, and Sheila's West to East record across the Atlantic, 1967; those cancelled on July 2, 1966, when a 12,000 foot mountain in Yosemite National Park was climbed in Amelia's name; and those cancelled in Taramaribo, Surinam, on the 30th anniversary of her flight around the world.

In 1963, the jet propulsion hangar at Logan International Airport, Cincinnati, Ohio, was dedicated to Amelia Earhart and in 1967, a dam outside of Boston, Massachusetts, was named in her honor.

An attractive museum to hold many of her mementos as well as reflect our own Ninety-Nine history is being prepared at our Ninety-Nine International Headquarters in Oklahoma City, Oklahoma.

In 1963 the Ninety-Nines collected enough trading stamps to donate a training airplane to Captain Kyung O Kim, our member in Korea for the women of Korea. Our International Convention in 1967 in Washington, D. C. was attended by Ninety-Nines from 18 overseas countries. Later, these Ninety-Nines presented our "See the U.S.A." portfolios to thirteen heads of state and five high officials inviting their people to visit our country. The Honorable Jennings Randolph praised the Ninety-Nines on their "World Friendship Through Flying" in the United States Congressional Record, July 21, 1967.

This year, it is fitting that our Ninety-Nine Convention be held at the site of our 20th anniversary, the Waldorf Astoria Hotel, July 9-13, in New York City where it all began forty years ago.

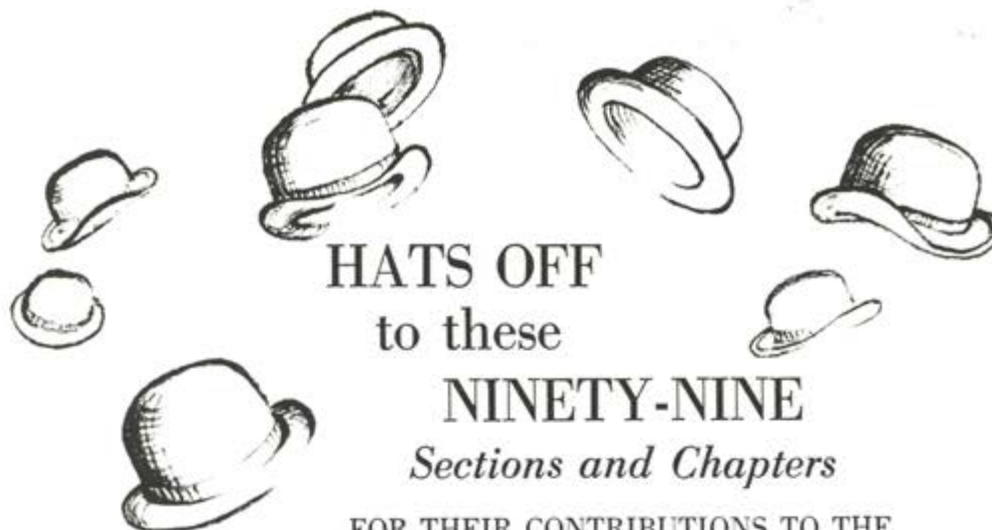


Virginia Thompson
Historian

Past Presidents

1929-1933—Amelia Earhart
1933-1935—Margaret Cooper
Manser
1935-1937—Mabel Britton
1937-1939—Daisy Kirkpatrick
1939-1941—Betty Huyler Gillies
1941-1943—Jacqueline Cochran
1943-1945—Ethel Sheehy
1945-1947—Jeanette Lempke
Sovereign
1947-1948—Belle Hetzel

1948-1950—Blanche Noyes
1950-1951—Kay Menges Brick
1951-1953—Alice H. Hammond
1953-1955—Geraldine Mickelsen
1955-1957—Edna Gardner Whyte
1957-1959—Broneta Davis Evans
1959-1961—Eugenia R. Heise
1961-1963—Louise M. Smith
1963-1965—Ruth Deerman
1965-1967—Alice Roberts
1967-1969—Donna T. Myers



HATS OFF
to these

NINETY-NINE

Sections and Chapters

FOR THEIR CONTRIBUTIONS TO THE

1969 POWDER PUFF DERBY

CHAPTERS

Alabama
** Albuquerque
* All-Ohio
Arkansas
\$ Bakersfield
Bay Cities
Carolinas
* Central Illinois
* Chicago Area
* Colorado
Connecticut
Dallas
* Eastern New England
Eastern Pennsylvania
Eastern Washington
** El Paso

Fallon
Far West
\$\$* First Canadian
** Fort Worth
Fresno
\$* Garden State
* Greater New York
\$\$ Greater Kansas City
Greater St. Louis
Houston
* Indiana
* Iowa
Kansas
* Long Beach
\$ Long Island
\$ Los Angeles
Memphis

* Michigan
Minnesota
* Montana
Monterey Bay
Mount Diablo
Oklahoma
Orange County
Ozark
* Palomar
Phoenix
Puget Sound
Quad City
Redwood Empire
Sacramento
San Antonio
\$\$\$ San Diego

** San Fernando
\$ San Gabriel
\$ San Joaquin
Santa Clara Valley
Shreveport
South Dakota
So. Louisiana
Southern Oregon
Tennessee
* Tip of Texas
Top of Texas
Tulsa
Utah
Western New York
* Western Washington
* Wisconsin
Wyoming

SECTIONS

* Australian
British
Middle East

North Central
Members-at-Large

* Chapter and Individual contributions.
** Individual contributions only.
\$ 5.00 or more per member.
\$\$ 10.00 or more per member.
\$\$\$ 20.00 or more per member.



A Salute
to these Chapters of the Ninety-Nines
who are
hostessing the en route stops

San Diego
El Cajon Valley
Palomar
Las Vegas
Utah

Wyoming
Colorado
Nebraska
Greater Kansas City
Cape Girardeau
All-Ohio

Washington D.C.
Virginia
Maryland
Central Pa.
Eastern Pa.

99 Ways & Means Chairman 1969 TAR
PAULINE GLASSON

Final Official Results

22nd ANNUAL POWDER PUFF DERBY

Van Nuys, California to Savannah, Georgia

July 6 to 11, 1968

<i>Place</i>	<i>Name</i>	<i>Airplane</i>	<i>Average Speed</i>	<i>Score</i>	<i>Place</i>	<i>Name</i>	<i>Airplane</i>	<i>Average Speed</i>	<i>Score</i>
1	Margaret Mead Billie Herrin	Bellanca Cruisemaster 14-19-2—230 hp	174.45724	+11.46	11	Regina M. Jordan Jean Blenkinsop	Beechcraft Debonair 33—225 hp	178.44655	—1.55
2	Sophia Payton Pauline Mallary	Mooney M20C—180 hp	173.81579	+10.82	12	Ellie McCullough Dorothy Bock	Mooney Exec. 21 M20F—200 hp	174.32042	—1.68
3	Gini Richardson Marian Banks	Cessna Skylane 182—230 hp	165.32451	+9.32	13	Martha B. Gaunce	Piper Cherokee PA-28—150 hp	133.58668	—2.41
4	Frances Bera	Cessna 210 260 hp	188.15326	+9.15	14	Mary B. Vial Alice Roberts	Cessna Skylane 182—230 hp	154.46751	—2.53
5	Marge Mitchell Kathy Long	Bellanca 14-19-3A—260 hp	186.20575	+7.21	15	Dorothy F. Geddes Rose Ann Ford	Cessna Skylane 182C—230 hp	153.32733	—2.67
6	Madine Parsel Virginia Coffee	Piper Comanche PA-24—260 hp	191.62199	+3.62	16	Helen McGee Laverne Gudgel	Piper PA-28—235 hp	159.08582	—2.91
7	Mary Ann Noah Patricia Keeney	Piper Comanche PA-24—260 hp	188.30478	+3.0	17	Jan Vawter Gammell Helen Maxson	Piper PA-24—250 hp	177.60562	—3.39
8	Sammy McKay Marge Ashton	Cessna 210B 260 hp	177.15599	+1.6	18	Marion P. Jayne	Piper PA-28—150 hp	134.60239	—3.40
9	Pauline Glasson Barbara Lewis	Cessna 175 175 hp	137.15337	—0.85	19	Connie Jones Patricia Collier	Piper Cherokee PA-28—180 hp	144.53929	—3.46
10	Lorraine Jencik Barbara Thomas	Mooney M20C—180 hp	161.90887	—1.09	20	Mary Pearson Nell Connolly	Navion Rangemaster H 285 hp	177.93283	—4.07

BEST OF CLASS AWARDS

145-165 HP Martha Gaunce
 166-199 HP Sophia Payton and Pauline Mallary
 200-239 HP Margaret Mead and Billie Herrin
 240-284 HP Fran Bera
 285-450 HP Mary Pearson and Nell Connolly

SPECIAL AWARDS

HIGHEST SCORE OF CREW FLYING FIRST TAR
 Lorraine Jencik and Barbara Thomas
 HIGHEST SCORE OF CREW FROM OUTSIDE U.S.A.
 Regina Jordan and Dr. Jean Blenkinsop
 BEST SCORE OF CREW WITH 700 HOURS OR LESS
 Lorraine Jencik and Barbara Thomas
 HIGHEST SCORE OF PILOT FLYING SOLO
 Fran Bera
 HIGHEST SCORE OF CREW FLYING WITH
 CONTINENTAL ENGINE
 Margaret Mead and Billie Herrin



WINNERS 1968 POWDER PUFF DERBY

Left to Right Rear: Kathy Long (Co-P), Marge Mitchell (P)—TAR #26 Fifth; Fran Bera (P)—TAR #19 Fourth; Marian Banks (Co-P), Gini Richardson (P)—TAR #12 Third. Front: Pauline Mallary (Co-P)—TAR #17 Second; Billie Herrin (Co-P) Margaret Mead (P)—TAR #14 WINNERS; Sophia Payton (P)—TAR #17 Second.

1968 POWDER PUFF DERBY FINAL

Seventy-seven sleek race aircraft in the 22nd All-Woman Transcontinental Air Race were flagged off from Van Nuys Airport, California on July 6 at 9:30 AM by Jack London, official starter, as civil and military dignitaries fired a barrage of very pistol shots. A huge crowd of spectators thrilled to the roar of engines as all 77 planes sought the blue sky above the haze level. All were airborne in 36 minutes.

MARGARET MEAD, Goleta, Calif. and her co-pilot, BILLIE HERRIN, Santa Barbara, Calif. TAR #14, won by a margin of close to one point in a Bellanca Cruise-master with 230 hp. Her elapsed time was 14 hours 09 minutes with an average ground speed of 174.45724 mph. This is the first time a Bellanca has taken top place, and the first fabric aircraft with a tailwheel to win since 1955. Except for a smooth wax finish and an overhaul of the prop, no special work was done on aircraft or engine which had 875 flying hours since new.

In second place was SOPHIA PAYTON, Indianapolis, Indiana and co-pilot PAULINE MALLARY, Miami, Florida, TAR #17, flying a Mooney M20C, 180 hp. This crew placed 5th in 1966.

A Yakima, Washington pilot, GINI RICHARDSON with co-pilot MARIAN BANKS, San Diego, Calif., TAR #12, crept up from their last year's 4th place to win 3rd

place in a Cessna Skylane, 182 hp. Only seventeen hundredths of a point lower in score was 7-time winner FRAN BERA, TAR #19, flying a Cessna 210 with 260 hp. Fifth spot was won by MARGE MITCHELL, Plainview, Texas and KATHY LONG, Irving, Texas, TAR #26, who flew the 260 hp tri-geared Bellanca.

Of the crews from abroad, Canadian team, TAR #43, GINA JORDAN and JEAN BLENKINSOP of Calgary won this category, having placed 11th in the overall race. Mr. H. Glenn Buffington, a historian who follows the race closely said, "It was interesting to note that the first 15 winners represented a variety of aircraft and pilots from almost all sections of the country."

Weather, involving much thunderstorm activity, plagued all racers for much of the route, delaying the arrival of the majority into Savannah Municipal (Travis Field) one full day. Credit is due all racers who exercised great skill and good judgment. Officials flying the route during the same period reported that an unusual degree of sportsmanship was exhibited. More experienced pilots taking off first from the designated refueling stops called back first-hand reports to those still on the ground, thus contributing to the safety of the 54% of the pilots who had never before flown the race.

Contestant Sponsors



#9 Marion Betzler with H. M. O'Neill, Jr., President of the Seven-Up Bottling Company of Columbus, Ohio, sponsor.



#14 Mary Ann Halma, Co-Pilot, Pat Fairbanks, Pilot
Sponsors: Queen City Chevrolet and Charles E. Johnson



#8 Laverne Gudgel, Co-Pilot, Helen McGee, Pilot
Sponsor: The Daily Union Democrat



#10 Joan Steinberger—Sponsor: Mack Trucks of Allentown, Pa., "The Truck Capital of the World."



#1 Esther Wright with Bill Carroll, Public Relations with Holiday Inns of America, Sponsor

Contestant Sponsors



#13 Ginny Wegener and Carol Simons
with Al Savage of Airways Rent-A-Car, sponsor.



#70 Mardo Crane (R) and Dale Graves (L) with
sponsors, Mayor Robert Dempster (L) and
Postmaster Carter, Pres. of C of C of Cupertino.
Right is John Percival of Aviation Center, Inc.



#32 Billie Herrin and Margaret Mead
—Sponsor: BankAmericard



#28 Thon Griffith and Marian Banks
receive Jolly King mascots from
Earl Gagosian, Pres., Royal Inns, sponsor.



#5 Del Hinn, Stan George
of Salinas Air Service (Sponsor) and Trish Marks



#29 Mary Shumway, and Gerry Krause with Norm Elsy,
President of DuPage Aviation Corp.,
one of this team's sponsors



#50 Ruth Bliss and Barbara Brotherton with "Bill"
W. W. Beard of Ramapo Valley Airport, sponsor



#51 Rosemary Danker and Joan Orley
Sponsor: Western Aviation Advertiser



#33 Kathy Kaston and Hazel McKendrick
Sponsor: Gregg County Abstract



#25 Pat Wolfe, Co-Pilot, Jeanne Given, Pilot
Sponsor: The Omaha World-Herald



#66 Doris Bailey with Bill Williams
of Parflite Inc., sponsor



#63 Isabelle McCrae and Margaret Callaway with Dr. Charles Jackson Miller, President and Augie Walton, Vice President, Exchange Club of LaMesa, Calif., sponsor



#40 Janice Heins and Leah Snart between Dennis Nelson, President and Jerry Griffith, Vice Pres. Valley Aviation, Inc., Sponsor



**#34 Alice H. Hammond and Barbara Maddock
Sponsor: Airway Underwriters**



#82 Bill Flesher, President of Tex-Flite, Inc. sponsor for Jackie Kelly, (center) and Maybelle Fletcher



**#15 Pamela Vander Linden and Ruth Kniefel
Sponsors: Fallbrook Real Estate Co. and Knie-Co.**



#81 Belmont C. Johnson, President, Belmont Trailer Sales Mobile Homes, sponsor with Valera G. Johnson.

More Sponsors



#68 Mara Culp—Sponsors: American Food Service Equipment, Inc. and Koratron.



#3 Dolores Boyman, Co-Pilot, Helen Shropshire, Pilot
Sponsors: Monarch Aviation, San Benito Air Service,
Monterey Ins. Agencies



#2 Anne Shields and Helen G. Zubrow
Sponsors: WACO Aircraft Co. and Franklin Engine Co.



#55 Betty Hicks and Layne Hackett
Sponsor: Nut Tree Airport, Nut Tree, Calif.



#69 Polly Duncan with James C. Rainer III (L)
and R. L. Armour, President and V.P.
respectively of Memphis Flite Center and West
Memphis Aviation Service, sponsors.

More Sponsors



#75 Alice Meisenheimer with sponsors (left) Paul F. Schirmer, owner Moorestown Airport, Inc. and (center) Seymour Sanders, owner Sharon Motor Inn and Ramblewood Inn & Country Club.



#42 Betty Wharton, Phyllis E. Snell, President and General Manager, Dairy Mart Farms, sponsor, and Dottie Sanders



#56 Lynn Coulthard and Lynn Briggs with Mel Wheeler, President Bass Broadcasting Company KCTV-Channel 39, sponsor.



#71 Scott Sheppard, owner of Shakey's Pizza Parlors, sponsor with Bernice Deering and Mary Moons.



#46 Sandra Klock, Co-Pilot and Marcella P. Ritter, D.C., Pilot, with Norman Elsy of DuPage Aviation, Sponsor



WELCOME TO SAN DIEGO

FROM

SAN DIEGO, EL CAJON VALLEY,
PALOMAR CHAPTERS OF THE NINETY-NINES, INC.
AND THE SAN DIEGO 200TH ANNIVERSARY, INC.



START COMMITTEE—Left to right standing: Mary Pearson, Stella Hardin, Eleanor Richardson, Anna Christensen, Pamela Van Der Linden, Esther Whitt, Mary Moons, Evelyn Briggs, Margaret Moody, Veronica Chambers, Elsie Watson, Bonnie Adams, Virginia Seaver, Ruth Ebey, Bernice Deering.

Left to right sittin: Ida Gay, Leah Liersch, Camilla Hutson, Ruth Kniefel, Marian Banks, Aileen Freeman, Carolyn Coulthard, Dottie Sanders.

Start Program of Events

Saturday, June 28

9:00 a.m.—
Impound Begins

Afternoon—

La Jolla Tour

Swim & Buffet Supper with the Freemans,
or Dinner Officers Club with the Richard-
sons

Sunday, June 29

Afternoon—

Boating on the Bay with the Hutsons

5:30 p.m.—

Wine Tasting

Hilton Inn, Paul Masson

Monday, June 30

5:00 p.m.—

Impound Deadline

Tijuana Tour—Shopping, Margaritas and
Dinner

Tuesday, July 1

North County Tour—Pala Mission

6:30 p.m.—

Luau, Bali Hai—Polynesian Floor Show

Wednesday, July 2

12:00 Noon—

Luncheon, Atlantis, Sea World Tour, Sky
Ride

7:00 p.m.—

Take Off Banquet, Hilton Inn

Thursday, July 3

12:00 Noon—

Luncheon, Hilton Inn, Fashion Show

2:00 p.m.—

Pilot Briefing

Friday, July 4

6:00 a.m.—

Take Off Breakfast, Hilton Inn

9:00 a.m.—

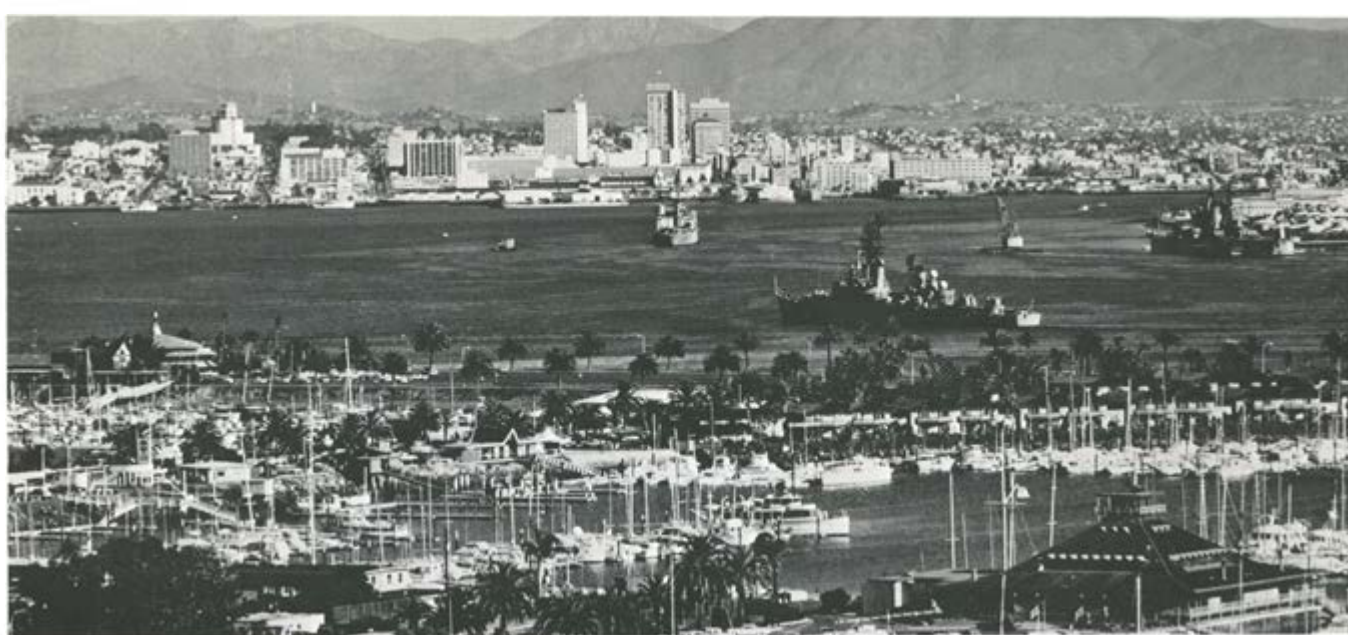
POWDER PUFF DERBY TAKE OFF
Lindbergh Field

Special Events:

Fiesta 200

Aero-space Museum

Zoo



Beautiful San Diego is the west's third largest city with more than 670,000 residents. Two bays and the vast Pacific Ocean give the city a recreational front yard offering water sports galore. The city's downtown area fronts the busy embarcadero, an ever-changing panorama of ships, fishing fleets and pleasure boats.

San Diego's 200th Anniversary

San Diego is 200 years old this year and it's celebrating the occasion with a gigantic birthday party.

The San Diego 200th Anniversary Inc. has planned a year-long calendar of events, spread over the 5,000 square miles of beautiful San Diego County.

The party began Jan. 1 with the ringing of the bells at Mission San Diego de Alcalá, the first in the famous chain of California missions that stretches from San Diego to San Luis Obispo.

It won't end until the last day of 1969 when the 200th candle on a huge birthday cake is blown out.

In between, the 200th calendar is crammed with events for every day of every month of the year.

The celebration is the world's first year-long birthday party, involving thousands of citizens and hundreds of projects.

Fabulous Fiesta 200, the 200th Anniversary's Mexi-

can entertainment and exposition center in Old Town, will be open through Nov. 2, and contestants in the 23rd annual Powder Puff Derby are invited to visit.

The colorful recreation of old Mexico includes acres of shops, art exhibits, outdoor refreshment cantinas, music, dancing, an authentic Mexican marketplace, the Mercado Mexicano, and entertainment, including the breathtaking flying Indians of Papantla and the Fiesta 200 Ballet Folklórico.

In 200 years, San Diego County has developed from a sleepy little village into one of the greatest vacation spots in America.

The San Diego 200th Anniversary is proud to host the world-renowned Powder Puff Derby and invites all contestants and officials of the All Woman Trans-continental Air Race to join in the big birthday celebration.

SPECIAL THANKS TO:

City of San Diego
Air France
American Airlines
Delta Air Lines, Inc.
Japan Airlines
Lufthansa Airlines
National Airlines, Inc.
Pacific Southwest Airlines
Trans World Airlines, Inc.
Western Airlines
U.S. Navy
Zonta Club
U.S. National Bank
San Diego Convention and Visitors
Bureau
Bert's Mobile Home Sales
Serv-A-Portion

San Fernando Valley Chapter
of Ninety-Nines Inc.
Federal Aviation Administration
General Aviation District Office
Flight Service Station, Lindbergh
Tower, Miramar RATCC
ESSA Weather Bureau
Standard Oil Company of California
Western Operations, Inc.
Atlantic Richfield Co. Art Haigh
Richfield Service
San Diego County Sheriff's Aero
Squadron
Ernie Gentle, Aero Publishers Inc.
Woodlets Inc., Ozium
Jacqueline Cochran Cosmetics
S.D. City & County Dixieland Jazz Band

Beech Aircraft Corp.
Jean D'Albret Parfumeur
San Diego Unified Port District
Bank of America
Jimsair Aviation Services
San Diego Floral Association
Paul Masson Wine Company
Cash Lewis Co.
Safeway Stores Inc.
Singing Hills Country Club
Civil Air Patrol
El Cajon Woman's Club
IPCO Company
David Rayburn
Monterey Bay Chapters of
Ninety-Nines, Inc.
Archway Cookies, Inc.



M. A. "Bud" McDonald
Airport Manager

TAKE-OFF

The race starts from San Diego International Airport, Lindbergh Field which is situated on San Diego Bay and within a few minutes of the city's business district. Along the bayshore stretches man-made Harbor Island while down the Bay (upper right) the graceful span of the San Diego-Coronado Bridge takes form. Lindbergh Field has two runways, one 8750' in length, the other 4500', the longer being equipped with high-intensity lights and ILS. The shorter runway is equipped with special lights for use of general aviation aircraft. Dedicated in August 1928, Lindbergh Field now handles over 3,000,000 passengers each year.



Honorary Starter
Snoopy (Ruth Ebey)
& **Leah Liersch, NAA Timer**

The nation's greatest speed "Fly-out" starts July 4, 1969 when some 90 airplanes competing in the 23rd Annual POWDER PUFF DERBY, roar off from SAN DIEGO'S Lindbergh Field on their calculated dash to Dulles Intern'l Airport, WASHINGTON, D.C. In order to qualify, all contestants must buzz the finish line at Dulles, America's most unique airport, by sundown July 7th.

The race is open to all qualified women pilots flying stock model, fixed-wing, single or multi-engine aircraft, 145-450 hp. Only daylight flying in VFR (contact) weather, as defined by the FAA, 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. Take-offs are in order of entry and winners cannot be known until the last plane has crossed the finish line.

The 2515 mile route is historically fitting for a "red, white and blue" year with 9 en route stops which are officially designated for refueling and remaining overnight (RON). Their towers are equipped with Simplex Time Stamps so that after the fly-by of the timing lines, time will not be counted in the final scoring until the wheels start their take-off roll on the runway.



Bob Sanders, Official Starter

As pretty as holiday rockets, the 95 planes roar off at 9:00 A.M. headed for NEVADA.

MCCARRAN AIRPORT, LAS VEGAS, is located at the end of the famous Las Vegas Strip where the nation's top entertainers appear every night in this "Entertainment and Fun Capital of the World." The field has a 10,500' runway, one of only three of that length in the Pacific Southwest. The field elevation is 2,471'.

The Ninety-Nines' Stop Chairman is Carole DePue assisted by Norma Gunderson, Betty Jo Wayne, Fran Johnson, Joanne Nelson, Lorene Robinson and Maxine Nielson. The airport manager is Earl A. Taylor; Arthur Romaine serves as the FAA Inspector; Ralph Peterson the Tower Chief; Reid Gardner the Weather Chief; and Bill Sourk the FSS Chief. Margaret Moore is the official NAA timer.



L to R: Lorene Robinson, Joanne Nelson, B. J. Wayne, Norma Gunderson, Carole DePue, Fran Johnson.

Leaving McCarran, the racers flash over the penetrating blue of Lake Mead and the intricate spires and serrated ridges of the brilliant red sandstone Valley of Fire, onward to ST. GEORGE, capital of Utah's "Dixie." This is an impressive, clean and attractive city of 5500 situated in a red rock valley surrounded by plateau country. The economy has been variously supported by farming, cotton, manufacturing, silk raising by early Mormon settlers, some mining, and more recently by the tourist industry as its location offers easy access to three national parks—Zion, Bryce and Grand Canyon.

ST. GEORGE AIRPORT, at an elevation of 2936', is located one mile west of town on one of the many mesas in the area. It has one paved runway (16-34) 5100' long and 100' wide with an additional gravel runway (1-19) 2250' long and 75' wide. On the airport there is a distinctive, white, round radar installation.

The Ninety-Nines' Stop Chairman is Margery Peterson assisted by JoAnn Winterling, Fran Gustavson and Anita Worel will serve as Board representatives. Bruce Stucki is the airport manager and Dale Uppinghouse will be the FAA Safety Inspector. Paul McAfee is the Tower Chief, and R. J. Christensen the FSS and Weather Chief. Joan Williams is the Official NAA timer.



L to R: Margery Peterson, Anita Worel, Fran Gustavson.

L to R: Jane Andreason, Alberta Nicholson, Vivian Yardley, Nancy Reuling, Lila Fielden.



The first MUST stop is SALT LAKE CITY, surrounded by natural beauty, but whose great appeal may be found in Temple Square, symbolic heart of world-wide Mormonism.

SALT LAKE MUNICIPAL AIRPORT is, in effect, two airports in one. Air carrier operations are located on one side of the field, general aviation and the military on the other. It is unlawful to operate an aircraft over Salt Lake City under 2000'. This does not apply to aircraft making a normal pattern in the process of landing or take-off.

The Ninety-Nines' co-ordinator is Lila Fielden assisted by Marion O'Leary and Darla Townley. The airport manager is Gen. Murray Bywater, assisted by Richard V. Higham. Ted Martin is the Tower Chief and Wm. Chapman the Weather Chief. The official NAA timers are Jane Andreason, Nancy Reuling and Vivian Yardley.



From SALT LAKE the route bends eastward with slight variation for those who include ROCK SPRINGS MUNICIPAL AIRPORT, Rock Springs, Wyoming in their planning. This is the Land of Sage and Sun. Here, the pioneer industry was that of coal with the largest bituminous area west of the Mississippi underlying Rock Springs. Livestock, both sheep and cattle, rank high in the industrial picture and farming is growing in importance. In addition, it serves as the south western Wyoming gateway to Yellowstone and Grand Teton National Parks.

The Ninety-Nines' Stop Chairman is Barbara Dunkley assisted by Donna Odekirk and Harriet Brin. Frank P. Garnick is the airport manager, Gerald A. Parker the Tower Chief, Cliff W. Wheeler the FSS and Weather Chief, and Robert Seiver the FAA Operations Chief. The official NAA timers are Eloise Wilcox and Jane Patterson.

Big Sky and Cowboy Country are beneath the racers as they flash over Ft. Laramie, site of the famous stop-over for the Pony Express and Overland Stage on the Old Oregon Trail and into historic "Tent City". It was on July 4, 1867 that the first tents were pitched here by Union Pacific Railroad gangs and "Hell on Wheels", now known as CHEYENNE, WYOMING, was born.

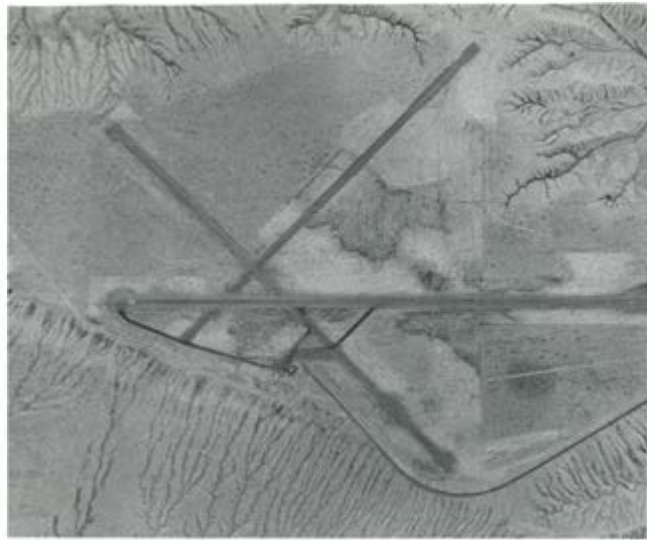
CHEYENNE MUNICIPAL AIRPORT is located one mile north of the City. The field elevation is 6,156' and the all concrete runways are 8-29/9300; 12-30/6700; 16-34/5000. Fuel and complete services are available at Sky Harbor Air Services. This is the capital of Wyoming and has a population of 43,000.

The Ninety-Nines' Stop Chairman, Mabel G. Anesi will be assisted by Peggy Furtney, Randy Hilton, Elaine B. Moncur, Ruth Aubuchon, Shirley Francis and Mary Read Rogers. V. M. "Todd" Nelson is the airport manager, Charles R. Moore the Tower and FSS Chief, Thomas W. Rule the Weather Chief, and Norman Hendy the FAA Inspector.

Helen Maxson and Marilyn Nordstrom are the official NAA timers. Memories of Custer's Last Stand jog pilots' minds as they continue eastward towards the tawny Nebraska prairies and KEARNEY, NEBRASKA.

KEARNEY MUNICIPAL AIRPORT is four miles east of the city. The field elevation is 2,130' and it has three runways, the longest—7,225' with wide taxi-ways and huge ramps for parking and refueling. Kearney is sometimes known as the "Midway City" as it is geographically located exactly half-way between the Atlantic and Pacific Oceans. This is the site of old Fort Kearney on the Oregon Trail.

The Ninety-Nines' Stop Chairman Leah Snart is assisted by Marion Larmon, Leah Haworth, Jan Heins, Marian Liebera and Martha Purdy. The airport manager is Paul Mahood, the FAA Inspector Wesley A. Murphey, Jr., the Tower Chief Ray Stephens, and FSS and Weather Chief John Faltermeyer. The official NAA timers are Catherine Marsh and Miriam Haworth.



Left to right: Mabel G. Anesi, Randy Hilton, Elaine B. Moncur, Peggy Furtney.

Left: Catherine Marsh and Miriam Haworth. Right: Leah Snart Below: Marion Larmon and Jan Heins



If winds are favorable, contestants may turn off their oxygen and descend to land at ST. JOSEPH, MO., snuggled in a billabong by the Missouri River. It is fitting to ponder that 104 years ago this became the Eastern point of origin of the Pony Express. The unparalleled "ride" from "St. Joe" to Sacramento, Calif. took 7 days and 17 hours and carried the inaugural address of President Lincoln. Some of the race aircraft will have covered a comparable distance in 7 hours.

ROSECRANS MEMORIAL AIRPORT, St. Joseph, is four miles west of the city, elevation 826'. The longest of the three concrete runways is 8050'. Two airlines serve the airport and the field is controlled by an FAA tower. St. Joseph, a city of 80,000, is located on the Lewis & Clark Trail and has many places of historical interest.

The Ninety-Nines' Stop Chairman is Kathie Letcher, assisted by Laura Monk, Peggy Wright and Bobbie Miller. The airport manager is John C. Riley, Ray Edler is the Tower Chief, Larry Rich the FSS Chief, and Howard Martin the Weather Chief. The official NAA timers are Sarah Gorelick and Joan Reindl.

Next on the route is "The King City," 16,000 people with modern ideas—MT. VERNON, ILL.—in the Land of Lincoln. Its slogan is "Think big—Think Jefferson County." Progressive city planning has built a fine airport which is attracting a widely diversified group of industries. Its appeal was so strong that this was designated a MUST STOP.

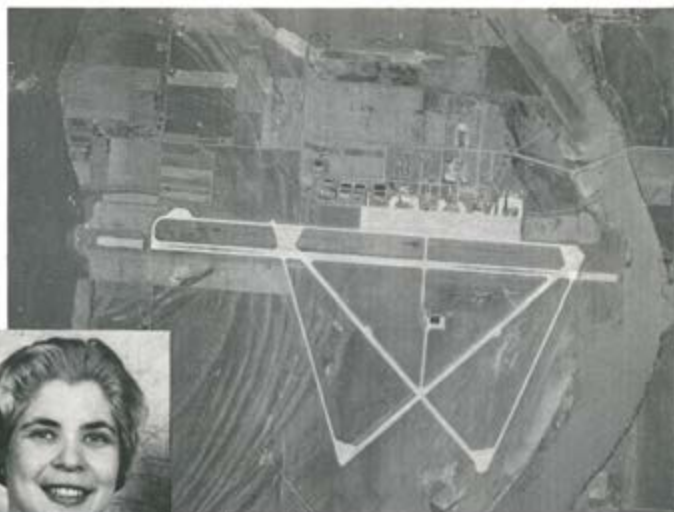
MT. VERNON MUNICIPAL, is located two miles ENE of the city at an elevation of 479'. It has two bituminous runways: 5-23/5836 and 15-33/3150 with lighting facilities. Major repairs are handled at the field; there is a direct line to weather service, a restaurant and a Hertz car rental. A TVOR, commissioned on May 29th and located three miles from runway 23, make this an up-to-date spot for all types of aircraft. There is 24 hour Unicom and an approved instrument approach.

The Ninety-Nines' Stop Chairman is Lois Feigenbaum assisted by Demaris McGee and Barbara Stratton. Max C. Firebaugh is airport manager, Lester M. Case the Tower Chief, Billy D. Templeton the FSS Chief, Wm. Elbertson the Weather Chief, and David Detamore the FAA Inspector. Mildred Limbaugh, Nadine Heuer and Evelyn Braese are the official NAA timers.

Resisting prolonged hospitality, the racers will depart on the race's longest leg to TRI-STATE AIRPORT, HUNTINGTON, W. VA. for a tabletop landing at this typical mountain airport. It has a modern terminal with FSS, weather bureau and restaurant facilities. HUNTINGTON is the home of Marshall University and is at the junction of Ohio, Kentucky and W. VA. The area is noted for its production of fine and unusual glassware.

The Ninety-Nines Stop Chairman is Lee Curry Rock assisted by Marilyn Collette and Marge Gorman. A. O. Cappadony is airport manager, Albert Suiter, Jr. the Tower Chief, Robert Underwood the FSS Chief, J. U. Mendelson the Weather Chief, and Paul S. French and Henry A. Diekmann handle the FAA Operations. The Official NAA timers are Janice Kuechenmeister and Clara Tharpe.

It's a short final leg coming upon farm greens and into beautiful Dulles, the first commercial airport really to be planned from the start for jet airplanes. There that glorious orange finish line awaits the final fly-bys, testimony to flights well done.



Sarah Gorelick

Nadine Heuer



Millie Limbaugh



L to R: Evelyn Richards, Lee C. Rock, A. O. Cappadony, Clara Tharpe.





MILLS E. GODWIN, JR.
Governor

*The
Powder Puff
Derby*



R. DAN MAHANEY
Manager, Dulles Int. Airport



GEORGE P. HAMMERLY
Chairman, The Committee
For Dulles

THE TERMINUS COMMITTEE
DULLES INTERNATIONAL AIRPORT DEVELOPMENT COMMISSION
THE COMMITTEE FOR DULLES

*Welcome You
to
Dulles International Airport
The Gateway
to
Your Nation's Capital*



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OUR COMMITTEE FOR DULLES "LEG MAN" LARRY PACKEL

VANITY FAIR (We Love you!)

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AND—THE ONE AND ONLY FRANK KINGSTON-SMITH—OUR OFFICIAL AIRPORT GREETER!

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& Impound



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Middle East Section



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Eastern Penn Chapter



Lois Baty
Chairman
Maryland Chapter

The 23rd Powder Puff Derby Terminus Washington, D. C.

July 4-10, 1969

HEADQUARTERS: MARRIOTT TWIN BRIDGES HOTEL
(across the Potomac River in Virginia)

Sunday, July 6

FOR EARLY ARRIVALS Terrace Room
Combined Registration & Hospitality
Suite Opens at Noon

Special Tour 2 P.M.
National Air & Space Museum

Wine Tasting 5:30-7:30 P.M.
American Newspaper Women's Club
Hosts: Wine Growers of Cal.

Monday, July 7

Special Tour 2 P.M.
National Air & Space Museum

Cocktails 5-7 P.M.
Gas Light Club or Embassy Tour

Tuesday, July 8

Pilot Briefing 10-Noon
Commonwealth Room-Marriott

Boat trip down Potomac 5:30-?
Cocktail-Buffer Supper
Prince Georges Yacht Club

Wednesday, July 9

AWARDS BANQUET
Reception—Chesapeake Room 7 P.M.
Banquet—Persian Room 8 P.M.

Thursday, July 10

Fly-Away Breakfast 8 A.M.
The Portals Restaurant
Dulles International Airport
Hosts: The Committee For Dulles

THE NATIONAL AVIATION CLUB WILL
GIVE GUEST CARDS TO POWDER PUFF
DERBY CONTESTANTS. BRING BATHING
SUITS—POOLSIDE ROOMS RESERVED
AT THE MARRIOTT FOR POWDER PUFF
DERBY.



LEFT TO RIGHT:

Congressmen W. C. "Dan" Daniel, (Dem., Danville, Va.) Congressman Lionel Van Deerlin (Dem., San Diego, Cal.), Jean Ross Howard, Terminus Chairman, Senator George L. Murphy, (Rep., Cal.), Mrs. Jacqueline Scott, Chairman, Washington, D.C. Chapter, George Hammerly, Chairman, The Committee For Dulles, Mrs. Maryann Jessup, Terminus Co-Chairman, Mrs. Frances Nolde, Terminus Honorary Chairman and Senator Harry F. Byrd, Jr. (Dem., Va.).

WASHINGTON, D.C., April 22, 1969

Senators Murphy and Byrd, assisted by Congressmen Van Deerlin and Daniel, drew the Contestants' names from the powder puff trimmed hat box to determine the coveted first place take-off positions for the 1969 Powder Puff Derby.



Aileen Hall, Arlington, Texas, Chairman of Contestants' Publicity



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



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



THE WINNING ENTRY OF THE POWDER PUFF DERBY CONTEST

The winner of our "Free Entry Fee for the PPD" contest has a very impressive aviation history. Lorna Vivian deBlicquy of Ottawa, Ontario, Canada first soloed a Piper J3 at age 15, and before Canadian law made it illegal, she made one free fall jump with the old Ottawa Parachute Club—at age 16. She now holds a Sr. Commercial license with SMELS and Helicopter endorsement, Class II Instructor and Instrument ratings as well as a Private Glider license, and 3600 hours.

She is presently a part-time flying instructor for the Ottawa Flying Club. Lorna has been an instructor and charter pilot in various Ontario locations, and has done some "bush" work in northern Manitoba in an old Waco ZKS6. Her most unusual job was as a stand-by pilot in the High Arctic Islands—miles north of any part of Alaska. For the past two summers she was based at Resolute Bay on Cornwallis Island and flew a Beaver on big wheels in latitudes of over 80 degrees N., and co-piloted a twin Otter into Eskimo settlements and remote weather stations. She worked three winters in New Zealand as instructor at various New Zealand locations, including the Wellington Aero Club.

Lorna comes from a flying family. Her husband, Richard Michael, is a Sr. Commercial pilot for the Atlas Aviation Ltd.; her brother is a Captain on a 707 for TWA; her father-in-law is a retired bush pilot and former deHavilland test pilot; and she says that her daughter, Elaine, age 3 is "probably ready—willing, but not able to fly yet."

Lorna is a member of the First Canadian Chapter of the Ninety-Nines and was chairman of that group from 1951-53. She also belongs to the Whirly Girls, and owns a Cessna 172. She writes that she will not be able to use her award—a free entry fee—this year, but definitely plans to use it in 1970.

Our contest had a total of 29 very wonderful entries which were coded and then sent to the three judges, Betty Gillies, Eugenia Heise and Broneta Evans, all past-Presidents of the 99's who have also raced. They reported that the essays were all so fine they had difficulty in deciding on the winner.



Lorna Vivian deBlicquy

WHY I WANT TO FLY THE POWDER PUFF DERBY

The CHALLENGE of competition that gives reality to the dream of improving aviation skills NOW,

The JOY that springs from knowing you're free to hop a hemisphere, meeting and sharing experiences with kindred spirits,

The PRIDE that comes from participation in a well-run project that efficiently publicizes general aviation and women's role in the skies,

The SENSE of adventure, constantly experienced by the pilot each time he flies, but doubly emphasized when new territory and new fields are conquered,

The COMRADESHIP which unites us in a world-wide society of women pilots, conscious of a proud past and a challenging future, which demands our dedication to the promotion of safe, sane flying.

Because it means all these things to me, I want to fly in the POWDER PUFF DERBY.

THE POWDER PUFF DERBY

*is indebted to the following for
their generous contributions toward
the success of the Race.*

Financial

CHAMPION SPARK PLUG COMPANY, Toledo, Ohio
PIPER AIRCRAFT CORPORATION, Lock Haven, Pennsylvania
MT. VERNON MUNICIPAL AIRPORT, Mt. Vernon, Illinois
CONTINENTAL MOTORS CORPORATION, Detroit, Michigan
HUMBLE OIL & REFINING COMPANY, Houston, Texas
FLYING MAGAZINE, New York City
AC SPARK PLUG DIVISION, Flint, Michigan
BEECH AIRCRAFT CORPORATION, Wichita, Kansas
NARCO AVIONICS, Ft. Washington, Pennsylvania
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START—SAN DIEGO 200th ANNIVERSARY, INC.
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DULLES INTERNATIONAL AIRPORT DEVELOPMENT
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THE COMMITTEE FOR DULLES
VIRGINIA STATE CHAMBER OF COMMERCE

FLYING WITHOUT A WHAMMIE

by

ERNEST K. GANN



I have a special reason for wishing fair winds to all concerned with the grand Powder Puff because in the sometime of my life, when I was perhaps ten years old, I beheld my first aviatrix. Her name was Ruth Law and she flew a Jennie. She was very beautiful and dashing and of course I fell madly in love with her. I tried to approach close enough to ask her hand in marriage, but my efforts were in vain and when she flew away before my amorous protestations could be heard, I mourned for a long while afterward. And in a way, I still do. Because to me, then, Ruth Law represented the utmost in womankind.

Now, many thousands of aerial years later, I am still unashamedly enchanted by feminine pilots. Perhaps my early exposure to Ruth Law and "Tiny" Broderick, whose photo depicting her hanging beneath a biplane now adorns my wall; perhaps her expression of calm defiance is responsible for my seemingly indestructable admiration of her kind. Or perhaps it is the lingering memory of the Earhart girl whom I knew well enough to call "Amelia", and whom I would have seriously considered kidnapping if her husband had not been so much bigger than I.

There are undoubtedly several reasons why the combination of a woman and an airplane effect me strongly, but I believe the most satisfying is that the overwhelming majority are very good pilots and thus deserve an extra salute from our troubled society. They are lucky enough to fly without a whammie.

And what is a whammie? It's the antidote to humility which happens to be a quality most *male* pilots lack until they have so many thousands of hours they really could get along without it. (By that time they carry humility in their flight bags right beside their approach plates.)

Now the trouble is that so many men find early in life how humility never gets them any place except in their eulogies. Consequently they develop this whammie which is composed of two parts pride and one part stubbornness and this not only makes it difficult for a flight instructor to tell a male student all he knows—it also makes it difficult for the students to humbly admit the flight instructor knows more than he does . . . about *anything*. And remember that if the instructor is a male, he had similar difficulties listening to *his* betters so until he gets a great deal of time and wisdom under his safety belt many aerial sins are likely to be compounded rather than cured.

On the other hand a clever woman learns very early in life how much better it is to receive than transmit. Having discovered how advantageously it works for her on the ground she finds it is relatively easy for her to listen and absorb during flight training without worrying about proving she is just as feisty as her instructor.

I know there must be some inept and stupid women pilots somewhere, but I have never met or even observed one. All I have watched or known during their first one thousand hours have the innate good sense to make a 180 when they encounter a tough line squall. If they venture buzz jobs at all, they do so decorously, and if they indulge in acrobatics they maintain plenty of altitude. Moreover they will not shoot an instrument approach they are not qualified to execute or sail blithely off in an aircraft which happens to be beyond their ability and education.

I believe their behavior in these matters is due to lack of whammie. Their counterpart male pilots, cursed with the whammie of masculine ego must damn well prove they can negotiate that line squall and emerge in one piece on the other side, or they determine to arrive midst wind and rain beneath a lower ceiling than the next guy, or Walter Mitty a buzz job, or fear not ice, or fly anything fitted with wings, or whatever.

They have to prove what girl pilots have already proved by just being in the air.

Fortunately, after a few thousand hours, humility dissolves the difference between those who fly with and without whammie.

Think about it.

#1

PILOT (L): ESTHER P. WRIGHT, Thomasville, Georgia
CO-PILOT (R): BETTY W. McNABB, Albany, Georgia
AIRPLANE: Cessna 182 230 h.p.
SPONSOR: Holiday Inns of America, Inc.

UP, UP AND AWAY goes TAR #1 piloted by Esther who is flying her second TAR, this time as chief pilot. She has a Commercial license, Instrument and Flight Instructor ratings and 700 hours. She works for her sponsor along with her non-pilot husband, Bud, and they have two daughters. Memberships: AOPA, NAA, NAFI, and the Georgia Chapter of the 99's.

Co-pilot Betty brings to her first TAR a Commercial license with SMELS, Instrument, Flight Instructor, Instrument Flight Instructor and Private Glider ratings and 4200 hours. Her husband, Harold, is not a pilot but ardently supports Betty's flying, that is when she is not busy as a Medical Director. Memberships: Lt. Col. with CAP, AOPA, NAFI, past International Secretary of 99's.



#2

PILOT (R): ANNE M. SHIELDS, Philadelphia, Pennsylvania
CO-PILOT (L): DR. HELEN G. ZUBROW, Wynnewood, Pennsylvania
AIRPLANE: Waco Vela 220 h.p.
SPONSORS: Waco Aircraft Company, Pottstown, Pa.; Franklin Engine Company, Syracuse, New York

Anne, flying her first TAR, is a Commercial pilot with SELS, Flight Instructor rating and 7450 hours. She is kept busy working for the FAA in North Philadelphia in Air Traffic Control-Flight Safety. Anne was the 1958 recipient of the AE Scholarship Award. Memberships: AOPA, WASP, Girl Scouts, Silver Wings, Eastern Pennsylvania Chapter of the 99's.

Helen, co-pilot for this first TAR team, has a Commercial license with 630 hours. When not busy taking care of her pilot husband, Sol, and their two sons, she is a busy podiatrist. Memberships: AOPA, American Podiatry Assn., Eastern Pennsylvania Chapter of the 99's.



#3

PILOT (L): HELEN SHROPSHIRE, Pacific Grove, California
CO-PILOT (R): DOLORES BOYMAN, Watsonville, California
AIRPLANE: Piper Comanche PA24 260 h.p.
SPONSORS: Monarch Aviation, Inc. Monterey; San Benito Air Service, Hollister; Santi's Camera Shop, Watsonville, Monterey Ins. Agencies

Helen, flying her third TAR, has a Commercial license, SMEL, Instrument rating and 1200 hours. She has flown in Central America, Bahamas and all the U.S. except Hawaii. She flies as company pilot and is film editor for her husband Frank's firm. He, too, is a pilot. Memberships: AOPA, NPA, Monterey Peninsula Airmen's Ass'n., Island Flying Club, Monterey Bay Chapter of the 99's.

Dolores is flying her first TAR and has a Private license with 150 hours. She holds a Class B parachute license and is employed as an executive secretary for the school district of Watsonville. Her husband, Everett, is not a pilot but is an ardent roofer for this team. Memberships: Hollister Airmen's Ass'n. and Monterey Bay Chapter of the 99's.



#4

PILOT (R): JOANNE AIELLO, Hollister, California
CO-PILOT (L): CONSTANCE J. HOOD, Carmel, California
AIRPLANE: Beechcraft Bonanza 35-B33 225 h.p.

This first TAR team is piloted by Joanne who has a Commercial license with SMELS and Instrument rating and 320 hours. Her husband, Michel, is a flight officer with United Air Lines. Memberships: AOPA, Monterey Bay Chapter of the 99's.

Connie has a Private license with 201 hours. Her husband, Albert, does charter flying and along with their two children, has a great interest in antique cars. Memberships: AOPA, Monterey Bay Chapter of the 99's.





#5

PILOT (R): TRISH MARKS, Salinas, California
CO-PILOT (L): DELL HINN, Salinas, California
AIRPLANE: Cessna 210 J 285 h.p.
SPONSOR: Stan George-Salinas Air Service, California

Trish is flying her second TAR. She has a Commercial license, SMEL and 665 hours. Her pilot husband, Jim, along with their two children, will be closely watching the cross country progress of this team. Memberships: AOPA, Monterey Bay Chapter of the 99's.

This is the seventh TAR for Dell who has a Commercial license with SMELS, Flight Instructor and Commercial Glider ratings along with 3100 hours. Her physician/surgeon husband, George, is not a pilot. Teaming Dell's two children with Trish's two makes for a noisy rooting section. Memberships: AOPA, Monterey Bay Chapter of the 99's.



#6

PILOT: MARTHA B. GAUNCE, Williston, North Dakota
AIRPLANE: Piper Cherokee PA 28-140 150 h.p.
SPONSOR: PCI Air Taxi, Williston, North Dakota

Again flying solo in her third TAR, Martha has a Commercial license with Instrument and Flight Instructor ratings and 1400 hours. She is self-employed in her home area as PCI Air Taxi. Her dentist husband, Dean, is also a pilot and they have three children. Memberships: AOPA, NAA, WASP, N.D. Operators Ass'n., Montana Chapter of the 99's.



#7

PILOT (R): CLEO S. SHERBOW, Baltimore, Maryland
CO-PILOT (L): FRAN VAN STAVERN, Chesapeake, Virginia
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.

Cleo is flying her second TAR and adds to her Commercial license, SMEL, Instrument rating and 1500 hours. She does charter flying and often flies her husband, Theodore, and his clients to Canada, Mexico, Bahamas and over the U.S. Her rooting section should be a loud and gay one—seven children. Memberships: AAA, AOPA and Washington D.C. Chapter of the 99's.

Fran is flying her first TAR and has a Private license. Most of her flying is for pleasure but she has flown several Search & Rescue missions for the CAP. She is employed as a bookkeeper. Her two children, added to the 7 above, will surely be heard shouting this team on. Memberships: AFA, AOPA, CAP, Confederate States Air Force, Virginia Chapter of the 99's.



#8

PILOT (R): HELEN M. MCGEE, Sonora, California
CO-PILOT (L): LAVERNE GUDGEL, Chowchilla, California
AIRPLANE: Piper Cherokee PA 28 235 h.p.
SPONSORS: Union Democrat Corp., Sonora; Gudgel's Aero-Ag Service, Chowchilla; California

Helen is flying her second TAR and has a Private license with Instrument rating and 410 hours. She is employed as an accountant for one of her sponsor's—Union Democrat Corp. Her pilot husband, Harvey, is editor and publisher of the paper. They have four daughters, one son and one grandson. Memberships: Tuolumne County Pilot's Ass'n., San Joaquin Valley Chapter of the 99's.

Laverne, as co-pilot in her second TAR, has a Commercial license and 455 hours. Her pilot husband, Robert, is owner of the team's other sponsor, Gudgel's Aero-Ag Service. They have two sons and the 17 year old soloed on his 16th birthday. Memberships: AOPA, Chowchilla Pilot's Ass'n., San Joaquin Valley Chapter of the 99's.

#9

PILOT: MARION BETZLER, Columbus, Ohio
AIRPLANE: Piper Comanche PA 24 250 h.p.
SPONSOR: Seven-Up Bottling Co., Columbus, Ohio

This ninth TAR for Marion finds her flying solo. She has a Commercial license, SMEL, Instrument, Flight and Instrument Flight Instructor ratings and 6000 hours. Marion was a WASP during WW II and presently is a flight instructor for Lane Aviation. Her husband, Chuck, is a pilot and along with their two children, will be keeping a close eye on TAR #9. Memberships: AOPA, WASP, All-Ohio Chapter of the 99's.



#10

PILOT: JOAN STEINBERGER, Goleta, California
AIRCRAFT: Piper Cherokee PA 28 150 h.p.
SPONSOR: Mack Trucks, Inc., Allentown, Pa.

Joan is flying her second TAR solo and has a Commercial license with Instrument rating and 900 hours. Joan has been a pilot since 1953 and husband, Norman, since 1964. They have two children and son, Ron, expects to fly as soon as he reaches the rudder pedals. Joan works as a bookkeeper and pilot. Memberships: AOPA, Santa Barbara Chapter of the 99's.



#11

PILOT: JAN GAMMELL, Denver, Colorado
AIRPLANE: Piper Comanche PA 24 250 h.p.
SPONSORS: Cole's Aviation, Littleton, Colo.
Bear Valley Conco, Denver, Colo.

This sixth TAR for Jan finds her solo. She has a Commercial license with SMEL and Instrument rating and 2000 plus hours. Her husband Hank, is also a pilot. Jan placed third in the 1969 "Angel Derby". Memberships: AOPA, NAA, NPA, Colorado Chapter of the 99's.



#12

PILOT (L): WANDA EWING, San Luis Obispo, California
CO-PILOT (R): HAZEL JOHNSON, Paso Robles, California
AIRPLANE: Cessna 172A 145 h.p.
SPONSOR: Pacific Plastering Corp., Fresno, California

Wanda is piloting this first TAR team and has a Commercial license with Instrument rating and 600 hours. Wanda flies for pleasure when not working as a financial secretary. Memberships: San Luis Obispo Pilot's Ass'n., Monterey Bay Chapter of the 99's.

Hazel has a Private license with a Commercial Helicopter rating and 375 hours. She does Helicopter Search & Rescue work as a member of the San Luis Obispo County Sheriff's Posse. Her husband, Dick, is not a pilot but he and their three children will check nightly on TAR #12. Memberships: AOPA, Whirly Girls, San Luis Obispo Pilot's Ass'n., Monterey Bay Chapter of the 99's.





#13

PILOT (R): VIRGINIA WEGENER, West Covina, California
CO-PILOT (L): CAROL SIMONS, San Jose, California
AIRPLANE: Cessna 210 J 285 h.p.
SPONSOR: Airways Rent-A-Car System, Playa del Rey, Calif.

#13 is not phasing this mother-daughter team. It is the fifth TAR for Ginny who has a Commercial license with SMEL, Flight and Instrument Flight Instructor, Ground Instructor ratings and 2400 hours. She is self-employed at "Ginny's Flying School." Dad, Jack, and two other children will remain on the ground with crossed fingers for their #13. Memberships: EAA, San Gabriel Valley Chapter of the 99's.

Carol is flying her first TAR and is trusting to mother's past experience. A new Private pilot, Carol has 50 hours and works as a bookkeeper. Her non-pilot husband, joins his in-laws in watching this team. Memberships: San Gabriel Valley Chapter of the 99's.



#14

PILOT (R): PAT FAIRBANKS, Cincinnati, Ohio
CO-PILOT (L): MARY ANN HALML, Cincinnati, Ohio
AIRPLANE: Mooney M 20 G 180 h.p.
SPONSORS: Queen City Chevrolet Co., Charles E. Johnson, Cincinnati, Ohio

Pat is flying her third TAR and has a Commercial license with SMELs, Instrument, Flight and Instrument Flight Instructor, Ground Instructor and Private Glider ratings with 2500 hours. She is chief flight instructor for Cardinal Air Training where her husband, Don, is the fixed base operator. Three children and two grandchildren make up a large rooting section. Memberships: AOPA, NAA, NATA, OATA, ZONTA, NAFL, All-Ohio Chapter of the 99's.

Mary Ann is flying her first TAR and has a Private license with SMEL and 270 hours. Pilot husband, Nick, of Queen City Chevrolet along with three children really enlarge the rooting team following the flight of TAR 14.



#15

PILOT (R): PAMELA VANDER LINDEN, Fallbrook, California
CO-PILOT (L): RUTH M. KNIEFEL, Fallbrook, California
AIRPLANE: Piper Cherokee PA 28 235 h.p.
SPONSORS: Fallbrook Real Estate Co., Inc., Knie Co., Fallbrook, California

Pamela is flying her second TAR. She has a Commercial license with Instrument rating and 625 hours. Pamela is a "pleasure" pilot along with pilot husband, Victor, with three children and one grandchild. Sometimes she flies for business as President of Fallbrook Real Estate. Memberships: AOPA, various real estate Assn's, Natl. Real Estate Fliers Ass'n., Palomar Chapter of the 99's.

Ruth is co-pilot in her second TAR and has a private license with 302 hours. As co-owner with pilot husband, Joseph, she does flying and aerial photography for Knie-Co. Their two children are ardent promoters of this team. Memberships: Palomar Chapter of the 99's.



#16

PILOT (R): MARGARET RINGENBERG, Grabill, Indiana
CO-PILOT (L): EVELYN BOWYER, Fort Wayne, Indiana
AIRPLANE: Mooney M 20C 180 h.p.

This is the twelfth TAR for Margaret who has a Commercial license with SMEL, Instrument and Flight Instructor ratings and 8000 hours. A former WASP, Margaret is now employed as a flight instructor. Her husband, Morris, is not a pilot nor is son, Mike. Daughter, Marsha, has flown the PPD as co-pilot to her mother. Memberships: AOPA, WASP, Indiana Chapter of the 99's.

Evelyn is flying her second TAR and has a Private license with 170 hours. She is employed as registrar at Indiana Institute of Technology. Son John, and daughter, Barbara, will be keeping close tabs on the progress of this team.

#17

PILOT: CAROLINE SCHUTT, Daly City, California
AIRPLANE: Beechcraft Bonanza S-35 285 h.p.

This is the third TAR for Caroline who has a Private license with Instrument and Private Glider ratings and 1050 hours. She works as a Statistical Analyst at the Presidio in San Francisco. Memberships: AOPA, FFA, NAA, NPA, Hamilton AFB Aero Club, Bay Cities Chapter of the 99's.



#18

PILOT: MARGARET R. SHINN, Kearny, New Jersey
AIRPLANE: Cessna 182 230 h.p.
SPONSOR: Fairfield Aviation Corp., Fairfield, New Jersey

Peggy is flying solo in her second TAR. She has a Commercial license with SELS, Instrument, Flight and Instrument Flight Instructor ratings and Advanced Ground Instructor ratings with 900 hours. She is a home economics teacher in Kearny, New Jersey. Memberships: AOPA, American Home Economics Ass'n., Kappa Delta Pi, Nat'l. Education Honor Society, Greater New York Chapter of the 99's.



#19

PILOT (L): DOROTHY BIRDSONG, Temple Terrace, Florida
CO-PILOT (R): ETHEL GIBSON, St. Petersburg, Florida
AIRPLANE: Beechcraft Bonanza K-35 250 h.p.
SPONSORS: Birdsong Beechcraft, Inc., Tampa; Stewart Jones Motors, St. Petersburg; Dr. George Rothmeyer, St. Petersburg; and HUSBANDS.

Dottie is flying her third TAR and has a Commercial license with SMEL, Instrument rating and 800 hours. She is a very busy housewife ferrying planes for pilot husband, Charles, plus many other aviation activities. Two sons and one daughter add to the roster of enthusiastic boosters. Memberships: AOPA, FFA Int'l., NAA, Grasshoppers, Suncoast Chapter of the 99's.

Ethel is flying her second TAR and has a Private license with 365 hours. She is a Registered Nurse and adds to the boosters of this team her pilot husband, Walter, and son, John. Memberships: AOPA, FFA Int'l., NAA, Grasshoppers, ANA, FNA, Suncoast Chapter of the 99's.



#20

PILOT (R): PAT McEWEN, Wichita, Kansas
CO-PILOT (L): MARILYN COPELAND, Wichita, Kansas
AIRPLANE: Beechcraft Bonanza V 35A 285 h.p.

Pat is flying her eighth TAR and has a Commercial license SMEL, Instrument and Instructor ratings and over 3000 hours. Pilot husband, Owen, and seven children ranging from 19 to 9 year old twins, form a very large rooting team. Memberships: FFA, EAA, Aeronautic Club of America, AOPA, NAA, Kansas Chapter of the 99's

Once again Marilyn is co-pilot for this team. Her fourth TAR finds her with a Private license, Instrument rating and 450 hours. Her husband, Dr. John W. Copeland, is a past president of Flying Dentists, and they have two children. Her special interests are in Dental Health Education. Memberships: AOPA, FFA, Kansas Chapter of the 99's.





#21

PILOT (R): CHARLOTTE KELLEY, Phoenix, Arizona
CO-PILOT (L): BETTY JO SMITH, Phoenix, Arizona
AIRPLANE: Cessna 182 K 230 h.p.

Charlotte is flying her third TAR and has a Commercial license with SMELS, Instrument, Commercial Helicopter, Free Balloon ratings and 3000 hours. Now an Arizonian, for many years she was active in her native New England serving this area in many aviation commissions. She has two children. Memberships: AHS, AOPA, NAA, NPA, Whirly Girls, BPW, Phoenix Chapter of the 99's.

Betty Jo, in her first TAR, has a Commercial license with SMEL and Instrument rating and 400 hours. She is kept busy taking care of her pilot husband, Allen, one son and one granddaughter. Memberships: AOPA, Phoenix Chapter of the 99's.



#22

PILOT (R): GINI RICHARDSON, Yakima, Washington
CO-PILOT (L): Joan Rorke, Seattle, Wash.
AIRPLANE: Cessna 182 K 230 h.p.
SPONSOR: Husband, Ralph R. Richardson

Gini is flying her eighteenth TAR and placed third in the '68 PPD. She adds to a Commercial license, SMELS, Instrument, Flight and Instrument Flight Instructor, Helicopter Instructor, All Ground Instructor ratings and 16,000 hours. She and her pilot husband, Ralph, own and operate a flying school, crop dusting and spraying business. They have one daughter. Gini is currently serving on the Women's Advisory Committee on Aviation. Memberships: AOPA, NAA, Whirly Girls, Eastern Washington Chapter of the 99's.

This is Joan's third TAR and she holds a Commercial license and has 400 hours flying time. Presently she is attending the University of Washington Medical School in her third year.



#23

PILOT (R): RUTH ANN BAXTER, Park Forest, Illinois
CO-PILOT (L): CHARLENE H. FALKENBERG, Hobart, Indiana
AIRPLANE: Cessna 182 L 230 h.p.
SPONSORS: Husbands; Hobart Aircraft Sales and Service, Inc., Indiana

Ruth is piloting this first TAR team and has a Commercial license with Flight Instructor rating and 435 hours. By race time, she hopes to have her Instrument rating. Her husband, Bud, is an airline pilot and they have two children. Memberships: AOPA, CAP, NAA, Chicago Area Chapter of the 99's.

Charlene has a Commercial license with all Ground Instructor ratings and 600 hours. She is employed as Secretary to Director of Pupil Personnel in the Hobart School system. Her husband, Walter, is also a pilot. Memberships: AOPA, Chicago Area Chapter of the 99's.



#24

PILOT (R): JEANNE GIVEN, Omaha, Nebraska
CO-PILOT (L): PATRICIA WOLFE, Omaha, Nebraska
AIRPLANE: Beechcraft Debonair 33 225 h.p.
SPONSOR: World Herald, Omaha, Nebraska

Jeanne is flying her second TAR and has a Commercial license with Instrument, Flight Instructor and Ground Instructor and 1200 hours. Her husband, Jerome, has been a pilot for 25 years and Jeanne learned to fly as a safety measure. Plus caring for their four children, she teaches flying at Sky Harbor. Memberships: AOPA, Nebraska Chapter of the 99's.

Patricia is flying her first TAR. She has a Private license with 97 hours. She is employed as Asst. Women's News Editor for the team's sponsor, World Herald. Memberships: AOPA, Nebraska Chapter of the 99's.

#25

PILOT (R): FRANCES S. BERA, Long Beach, California
CO-PILOT (L): DR. PHYLLIS C. WALKER, Long Beach, California
AIRPLANE: Beechcraft Bonanza S-35 285 h.p.
SPONSORS: Chrome-Plate, Inc., San Antonio, Texas; Aircraft Associates, Long Beach, California

Eighteen TARS with seven wins and four second spots is quite a record that Fran brings to her nineteenth TAR. She has ATR, Commercial, SMELS, Instrument, Flight and Instrument Flight Instructor, Helicopter Instructor ratings and 17,000 hours. Space doesn't permit a full story about Fran. Besides serving on the AWTAR Board, she is President of her own aircraft sales. Her husband, Bob Cenicerros, is also very active in the aviation field. Memberships: AAA, AOPA, CAP, NAA, NPA, Whirly Girls, Long Beach Chapter of the 99's.

Phyllis is flying her second TAR and has a Private license with 280 hours. She is a Pathologist at Memorial Hospital in Long Beach. Her husband, Dr. Owen Walker, is also a pilot. Memberships: Long Beach Chapter of the 99's.



#26

PILOT (R): CAROLINE N. "CONNIE" LUHTA, Painesville, Ohio
CO-PILOT (L): PATRICIA E. COLLIER, Bellville, Ohio
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: Concord Airpark, Painesville; Collier Aero Products, Mansfield—both of Ohio

Connie is flying her fourth TAR and has a Commercial license with SMEL plus Ground Instructor ratings and 850 hours. She is chief ground instructor at Painesville Flying service, and is active in many local races and other aviation events. Her husband, Adolph, is also a pilot. Memberships: AOPA, All Ohio Chapter of the 99's.

Pat is flying in her sixth TAR. She has a Private license with 400 hours. She is a hosiery buyer in Mansfield, Ohio. Her husband, Myron, is a pilot and they have one daughter. Memberships: All Ohio Chapter of the 99's.



#27

PILOT: MARION JAYNE, Palatine, Illinois
AIRPLANE: Piper Twin Comanche PA 30 320 h.p.

Marion is flying her second TAR solo. She has a Commercial license with SMEL, Instrument and Flight Instructor and 1050 hours. Marion placed second in the '69 Angel Derby. Her pilot husband, George, is a professional horseman. When not busy flying or taking care of her four children, Marion, a professional horsewoman, is a recognized judge of American Horse Shows. Memberships: AOPA, NAA, Chicago Area Chapter of the 99's.



#28

PILOT (R): MARIAN BANKS, San Diego, California
CO-PILOT (L): THON GRIFFITH, Costa Mesa, California
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Royal Inns of America, San Diego; Jolly King Restaurants, California

Marian is flying her fourteenth TAR and has been in the top five in three PPDs. She has a Commercial license with SMEL, Instrument and Flight Instructor ratings and 1650 hours. She has served on the AWTAR Board and is very active in aviation circles. Her doctor husband, Gerald, is a pilot and on the Board of Directors of one of the teams sponsors, Jolly King Restaurants. Memberships: AOPA, NPA, San Diego Chapter of the 99's.

Thon, currently serving on the AWTAR Board, is flying her second TAR. She has a Commercial license with 560 hours. Thon is active in many aviation events. Her husband, George, is also a pilot. Memberships: AOPA, NAA, Orange County Chapter of the 99's.





#29

PILOT (L): MARY SHUMWAY, Batavia, Illinois
CO-PILOT (R): GERALDINE KRAUSE, Chicago, Illinois
AIRPLANE: Cessna Skywagon U 206 285 h.p.

SPONSORS: Lowe's Kitty Litter, Casopolis, Michigan; Longlife Fish Food, New York, NY; Silica Sand Transport Inc., Yorkville; C. W. Shumway & Sons, Inc., Batavia; DuPage Aviation Corp., St. Charles, Illinois

Mary is flying her third TAR and has a Commercial license with Instrument rating and 725 hours. A large brood of 6 Shumways, ranging from 21 years to 5 months, along with co-sponsor pilot husband, John, will be awaiting each night for news of TAR #29 as it wings across the country. Memberships: AOPA, NAA, Suburban Aviation, Chicago Area Chapter of the 99's.

Gerry, also flying her third TAR, has a Private license with an Instrument rating and 650 hours. She is a corporation secretary for her pilot husband, Ralph. Two sons and a granddaughter join the Shumways following the route of this team. Memberships: AOPA, Suburban Aviation, Chicago Area Chapter of the 99's.



#30

PILOT (L): LOUISE GRIFFIN WHITE, Asheville, North Carolina
CO-PILOT (R): BARBARA B. O'CONNOR, Greensboro, North Carolina
AIRPLANE: Mooney Super 21 200 h.p.

Louise, flying her first TAR, has a Commercial license with 412 hours. She and her pilot husband, Neil, have two boys and one girl. Neil would be a commercially licensed pilot if he could ever get Louise out of the family plane. Memberships: CAP, AOPA, Western North Carolina Pilots Ass'n.

Barbara, co-piloting this first TAR team, has a Private license with 800 hours. She is rebuilding her clipped wing Cub and hopes to enter in the EAA National Fly-In. Her husband, Donald, is an airline pilot with Piedmont. They have two children. Memberships: EAA, Petticoat Flyers.



#31

PILOT (R): WANDA STRASSBURG, San Luis Obispo, California
CO-PILOT (L): OUIDA GLICK, San Luis Obispo, California
AIRPLANE: Bellanca 14-19-3A 260 h.p.

Wanda is flying her fourth TAR. She has a Commercial license with Flight Instructor and Ground Instructor ratings and 1500 hours. She works as a flight instructor for Coastal Airline. Her husband, Don, is also a pilot. Memberships: Calif. Council Aviation Ass'n., San Luis Obispo Pilots Ass'n., Monterey Bay Chapter of the 99's.

Ouida, flying her first TAR, has a Private license with 60 hours. Ouida says of herself, "former passenger—now co-pilot navigator" for pilot husband, Kenneth. They have three children and one beautiful grandson. Memberships: AOPA, San Luis Obispo Pilots Ass'n., Monterey Bay Chapter of the 99's.



#32

PILOT (R): MARGARET MEAD, Santa Barbara, California
CO-PILOT (L): BILLIE HERRIN, Santa Barbara, California
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSOR: Bank Americard, San Francisco, California

Margaret, who piloted the winning plane in the '68 PPD, is flying her sixth TAR. She has ATR, SMEL, Flight and Instrument Flight Instructor, Ground Instructor ratings and 7500 hours. Margaret works for Aztec Aircraft Corp. as sales and flight director. Memberships: AOPA, NAA, Santa Barbara Chapter of the 99's.

Billie, co-pilot with Margaret in 1968, is flying her third TAR. She has a Private license with 600 hours. She flies in connection with her work in real estate sales. She has four children ranging in ages from 11 to 18. Membership: Santa Barbara Chapter of the 99's.

#33

PILOT (L): KATHY WALTON CASTON, Longview, Texas
CO-PILOT (R): HAZEL HENSON McKENDRICK, Dallas, Texas
AIRPLANE: Piper Cherokee PA 28 235 h.p.
SPONSOR: Gregg County Abstract Company, Longview, Texas

Kathy is flying her first TAR. She has a Commercial license with Instrument, Flight Instructor and Private Glider ratings and 750 hours. Her husband, L. P. Caston, is an attorney and they have two children. Memberships: AOPA, Dallas Chapter of the 99's.

Hazel is flying her fifth TAR and has a Commercial license with Instrument, Commercial Helicopter ratings and over 1500 hours. Hazel is employed by the FAA as a Flight Service Specialist/Training Officer. She was a recipient in 1968 of the Ninety-Nine AE Scholarship Award. She has one son, Mike. Memberships: Nat'l. Ass'n. Air Traffic Specialists, Dallas Aero Sorority, Whirly Girls, Dallas Chapter of the 99's.



#34

PILOT (R): ALICE H. HAMMOND, Millville, New Jersey
CO-PILOT (L): BARBARA ANN MADDOCK, Richmond, Virginia
AIRPLANE: Mooney Super 21 200 h.p.
SPONSOR: Airway Underwriters, Ann Arbor, Michigan

Alice is flying her fifteenth TAR and has placed in the top ten. She has a Commercial license with SELS and Instrument rating and over 4000 hours. An active pilot since 1931, Alice taught instrument flying in WW II. Her husband, John, is also a pilot and they boast five wonderful grandchildren. Memberships: Lt. Col. in CAP, NPA, SPA, WACOA, Nat'l. Aero Club, former International President of the 99's, and now Permanent Trustee of the AE Scholarship Fund.

Barbara, who is flying her first TAR, has a Private license with 82 hours. She is a Virginia Representative for the team's sponsor, Airway Underwriters. She is a member of AAA, National Aero Club, and the Virginia Chapter of the 99's.



#35

PILOT (R): MARY N. ABLE, Houston, Texas
CO-PILOT (L): MARY JANE NORRIS, Houston, Texas
AIRPLANE: Cessna 182F 230 h.p.
SPONSOR: Gulf Oil, Houston, Texas

Mary is flying her second TAR and has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor, all Ground Instructor ratings and 2300 hours. She is employed as a Flight and Instrument Instructor for Hazelhurst Aviation. Her husband, Conover, is a pilot and they have two children. Memberships: AOPA, Petticoat Pilots, Houston Aviation Advisory and Houston Chapter of the 99's.

Mary Jane is also flying her second TAR. She has a Commercial license with Instrument rating and 472 hours. Her husband, Robert, is an airline Captain and they have two children. Memberships: Petticoat Pilots, Houston Aviation Advisory, Houston Chapter of the 99's.



#36

PILOT (L): BARBARA R. WILLIS, Malibu, California
CO-PILOT (R): MINETTE LEARNED, Santa Monica, Calif.
AIRPLANE: Cessna 210 260 h.p.

Barbara is flying her ninth TAR and has a Commercial license with SMEL, Instrument and Flight Instructor ratings with 1950 hours. Her husband, James, is also a pilot and they have two sons. Barbara has participated in many local air races. Memberships: Los Angeles Chapter of the 99's.

Minette is flying her first TAR. She has a Commercial license with SMELS, R/C Helicopter, Instrument, and CFI ratings and 875 hours. She is a member of AOPA, Whirly Girls, Professional Hel. Pilots Assoc.





#37

PILOT (L): GRACE AMSTER, Rockaway, New Jersey
CO-PILOT (R): EDITH (MICKEY) THOMAS, Wayne, New Jersey
AIRPLANE: Cessna 182 230 h.p.
SPONSORS: Chatam Aviation, Morristown; New York Tea Garden, Morristown; Warner Lambert, Morris Plains—New Jersey

Grace is flying her second TAR and has a Commercial license with 335 hours. Grace was a 2nd Lt. nurse during WW II and today owns a children's wear shop. She and her pilot husband, Sidney, have two children. Memberships: AFA, Greater New York Chapter of the 99's.

Edith (or Mickey) is flying her first TAR and has a Commercial license with SMEL, Instrument rating and 287 hours. Her flying is for pleasure with pilot husband, Del, and they have three children. Mickey is owner of the North Jersey Meat Supply Co. Memberships: Greater New York Chapter of the 99's.



#38

PILOT (R): BEVERLY ANNE FLEMING, Yuma, Arizona
CO-PILOT (L): LUCILLE JOHNS, Yuma, Arizona
AIRPLANE: Cessna 172 145 h.p.

Bev is flying in her first TAR and has a Commercial license with Flight Instructor rating and 1000 hours. She works as a secretary-treasurer for Flight Service Inc., at Yuma. Her husband, H. Ray, is an instructor and does charter flying. Membership: Yuma Chapter of the 99's.

Lucille has a Private license with 150 hours. A Registered Nurse, she also does part time work at her own art gallery. Her doctor husband, Robert Franklyn Johns, is also a pilot and they have three sons. Membership: Yuma Chapter of the 99's.



#39

PILOT (R): JANE LaMAR, Rialto, California
CO-PILOT (L): MARY GRACE SEBELIUS, Riverside, California
AIRPLANE: Cessna 172 H 145 h.p.
SPONSORS: Plaza Automotive, Riverside; Flite-Chief, Riverside, California

Jane is flying her fifth TAR and has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor and Ground School ratings with 5500 hours. Jane is self-employed at Jane's Flying Service. Memberships: NAA, San Gabriel Valley Chapter of the 99's.

This is the second TAR for Mary who has a Private license with 180 hours. Her husband, Bud, is a pilot and they have two children. Mary is a member of the San Gabriel Valley Chapter of the 99's.



#40

PILOT (L): JANICE HEINS, Falls City, Nebraska
CO-PILOT (R): LEAH SNART, Kearney, Nebraska
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSOR: Valley Aviation, Kearney, Nebraska

Janice, as pilot for this first TAR team, has a Private license with Instrument rating and 700 hours. Her husband, Dr. Robert L. Heins, is not a pilot. They have four children and Janet lists employment "all types of any work—Queen of my realm". Memberships: AOPA, Nebraska Chapter of the 99's.

Leah has a Private license with 240 hours. She is an office manager for Kearney Body Shop. She is a week-end pilot along with pilot husband, William. They have three sons from 23 years to 3 years of age. Memberships: AOPA, EAA, FFA, Nebraska Chapter of the 99's.

#41

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 ninth TAR for Emma who has a Commercial license with Instrument and Flight Instructor ratings and 2350 hours. She is kept busy as a bookkeeper for one of her sponsors, Fireside, and also instructs at Claire Walters Flight School. Hubby, Ralph, is not a pilot but loves to fly and "is a great co-pilot". They have three children. Memberships: AOPA, NAA, ACA, Long Beach Chapter of the 99's.

Jean is flying her first TAR and has a Commercial license with 642 hours. She has worked in aircraft communication and along with pilot husband, Pat, owns a Meyers 145. Jean has worked with crews launching Hot Air Balloons. Four sons, ranging in ages from 12-17 take up her spare time. Memberships: AAA, NPA, ACA, Long Beach Chapter of the 99's.

**#42**

PILOT (R): DARLINE "DOTTIE" SANDERS, Santee, California
CO-PILOT (L): BETTY WHARTON, San Diego, California
AIRPLANE: Cessna 210 260 h.p.
SPONSOR: Dairy Mart Farms, San Ysidro, California

This is the fourteenth TAR for Dottie who has a Commercial license with Instrument rating and 1535 hours. She is employed as an escrow officer. Dottie and pilot husband, Bob, live adjoining Gillespie Field in Santee with their airplane based in the hangar in their back yard. Bob is well known to all POWDER PUFFERS and is official starter of this year's race. Memberships: AOPA, NAA, El Cajon Valley Chapter of the 99's.

Betty is flying her first TAR and has a Private license with 252 hours. To avoid being a "Sunday widow" Betty learned to fly. She works with husband, Claud. They have three sons. Betty is serving her third year on the AWTAR Board. Memberships: AOPA, San Diego Chapter of the 99's.

**#43**

PILOT (L): WINIFRED S. DuPEROW, Holt, Michigan
CO-PILOT (R): MARETTA SIMPSON, Flint, Michigan
AIRPLANE: Cessna Skyhawk 172 150 h.p.

Winifred is flying her third TAR and has a Commercial license with Instrument rating and 700 hours. Her flying is for fun when she is not taking care of her two sons who are advising Mom to win the race. Memberships: Michigan Chapter of the 99's.

Maretta is flying her second TAR and has a Commercial license with 450 hours. She, too, is a pleasure pilot along with pilot husband, Carl. Maretta is employed by General Motors Parts Division. Memberships: Michigan Chapter of the 99's.

**#44**

PILOT (L): LUCILE W. SHATTUCK, Colorado Springs, Colorado
CO-PILOT (R): PAULINE M. MEIGHEN, Colorado Springs, Colorado
AIRPLANE: Piper Cherokee PA 28 235 h.p.
SPONSOR: Maytag Aircraft Corp. Colorado Springs, Colorado

Lucile, flying her first TAR, has a Commercial license with 310 hours. While she started back in 1943, college and a family took her out of the air. But in 1967 one of her five children and her husband, James, started to fly and she joined them. Memberships: AOPA, Silver Wings, Pikes Peak Chapter of the 99's.

Pauline is flying her second TAR and has a Private license with 400 hours. She is employed as a bookkeeper when not flying with her pilot husband, Thomas. A pilot since 1958, she has flown for the Civil Air Patrol in Search and Rescue. Memberships: Pikes Peak Chapter of the 99's.





#45

PILOT (L): KRIS LUDINGTON, Delray Beach, Florida
CO-PILOT (R): GERI HALTON, Ballwin, Missouri
AIRPLANE: Beechcraft Musketeer 180 h.p.
SPONSORS: Provident, Ltd., Turks & Caicos Islands, W. I.; Florida Automotive, Lantana, Florida

Kris is flying her second TAR and has a Commercial license with Private Glider rating and 390 hours. Living 9 years in the Bahamas "forced" Kris to learn to fly. Her husband, Frederick, is also a pilot and they have two daughters. Memberships: AOPA, NAA, SSA, Fla. Women Pilots, Florida Goldcoast Chapter of the 99's.

This is Geri's first TAR and she has a Private license with 310 hours. She and her pilot husband, Frederick, own a Beechcraft Bonanza and really enjoy their "fun" flying. They have one child. Memberships: AOPA, Amer. Bonanza Society, Missouri Pilots Ass'n., Greater St. Louis Chapter of the 99's.



#46

PILOT (R): MARCELLA P. RITTER, D.C., Chicago, Illinois
CO-PILOT (L): SANDRA KLOCK, Berwyn, Illinois
AIRPLANE: Cessna 182 J 230 h.p.
SPONSORS: DuPage Aviation Corp., West Chicago; David E. Cooke, Streamwood, Illinois

This first TAR team is piloted by Marcella who has a Commercial license with Instrument rating and 950 hours. She is a Chiropractic Physician and has practiced for 20 years. Memberships: NAA, Charter member Flying Chiropractors Ass'n., Chicago Area Chapter of the 99's.

Sandra has a Private license with 147 hours. She works as a legal secretary for Motorola. Memberships: AOPA, EAA and Chicago Area Chapter of the 99's.



#47

PILOT (L): MARGARET E. GAMBLE, Arcadia, California
CO-PILOT (R): MARIE CAWYER, Arcadia, California
AIRPLANE: Piper Arrow PA 28 180 h.p.

Margaret is flying her second TAR and has Commercial license with 210 hours. Her pilot husband, William, bought a plane after 20 years of "ground" living and Margaret joined in family flying. They have three daughters who fly with the family on pleasure trips. Memberships: Skylarks of So. California, San Gabriel Valley Chapter of the 99's.

Marie is flying her first TAR and has a Private license with 225 hours. She and her pilot husband, Karl, met in ground school and now fly to many distant places such as Mexico, Guatemala with their Honda motorcycle and tent. Memberships: AOPA, Skylarks of So. California, San Gabriel Valley Chapter of the 99's.



#48

PILOT (L): SAMMY MCKAY, Grand Blanc, Michigan
CO-PILOT (R): MARGE ASHTON, Birmingham, Michigan
AIRPLANE: Cessna 210 B 260 h.p.
SPONSOR: Superior Pontiac-Cadillac, Flint, Michigan

Sammy is flying her twelfth TAR and has a Commercial license with 1250 hours. She placed 8th in the 1968 PPD. A housewife, when not participating in many local races, she takes care of one son and her non-pilot husband, George . . . her sponsor for 12 years—"Dear Old Dad—Sugar, that is". Memberships: AOPA, Michigan Chapter of the 99's.

Marge is again co-pilot for Sammy in her second TAR. She has a Commercial license with Flight Instructor rating and 380 hours. She works as an administrative secretary with her pilot husband, Charles. They have one son. Memberships: AOPA, MAPA, Michigan Chapter of the 99's.

#49

PILOT (R): SHARON S. EHRICH, Pekin, Illinois
CO-PILOT (L): CAROLYN S. POBANZ, East Moline, Illinois
AIRPLANE: Cessna 182 230 h.p.

Sharon is piloting this first TAR team and has a Private license with Instrument rating and 335 hours. She and her pilot husband, Robert, both started flying on the same day and both have gone on to acquire advanced ratings. Sharon works as a dental hygienist with dentist husband and they have two sons who enjoy the family airplane. Memberships: Pilots International Ass'n., Quad City Area Chapter of the 99's.

Carolyn has a Private license with 171 hours. She has been flying since 1963 along with her pilot husband, Neil. They have one daughter. Carolyn flies in many local events. Memberships: Quad City Airman's Ass'n., Quad City Area Chapter of the 99's.



#50

PILOT (R): RUTH C. BLISS, Chappaqua, New York
CO-PILOT (L): BARBARA BROTHERTON, Ontario, Canada
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSOR: Ramapo Valley Airport, Spring Valley, New York

Ruth is flying her third TAR and has a Commercial license with Instrument rating and 2100 hours. Teaching, PTA, Garden Clubs, etc. kept her busy until the call of water skiing and flying took her fancy. Husband, Elliott, learned to fly in self-defense and they make many trips to visit their three children and five grandchildren. Memberships: AOPA, Greater New York Chapter of the 99's.

Barbara, flying her third TAR as co-pilot to Ruth, has a Private license with Instrument rating and 450 hours. Her husband, Thomas, is a pilot and they have two sons. For three years, Barbara served as an inspector for AWTAR. Formerly of New Jersey, she is now Vice Chairman of the First Canadian Chapter of the 99's.



#51

PILOT (L): ROSEMARY DANKER, Hamilton, Montana
CO-PILOT (R): JOAN ORLEY, Lewiston, Montana
AIRPLANE: Cessna 172 145 h.p.
SPONSOR: Western Aviation Advertiser, Hamilton, Montana

This first TAR team is piloted by Rosemary who has a Commercial license with 262 hours. Her husband, George, is also a pilot and sponsor of this team. They have four children. Memberships: AOPA, Montana Chapter of the 99's.

Joan has a Commercial license with SMEL and 275 hours. Her physician/surgeon husband, Joseph, is also a pilot and they have five children. A combination of nine children makes for a large rooting section. Membership: Montana Chapter of the 99's.



#52

PILOT (L): NANCY CUNNINGHAM, Corona del Mar, California
CO-PILOT (R): MARY CLARE REEDY, Newport Beach, California
AIRPLANE: Piper Cherokee PA 28 180 h.p.

Flying her first TAR, Nancy has a Commercial license with Instrument rating and 400 hours. She is kept busy taking care of her two children and her pilot husband, Howard. Memberships: AOPA, Orange County Chapter of the 99's.

Mary has Private license with 273 hours and Private Helicopter ratings. Her husband, Paul, is also a pilot. Memberships: AOPA, Whirly Girls, Orange County Chapter of the 99's.





#53

PILOT (L): EVELYN MAHLE, Bethesda, Maryland
CO-PILOT (R): BEATRICE WILDER, Arlington, Virginia
AIRPLANE: Mooney M20F 200 h.p.
SPONSOR: Koons Ford, Falls Church, Va.

Yet another first TAR team, this one is piloted by Evelyn who has a Commercial license with Instrument rating and 310 hours. She received her Private license mountain flying in Switzerland. Her husband, Christoph, is also a pilot. Memberships: AAA, AOPA, Washington, D.C. Chapter of the 99's.

Beatrice has a Private license with 900 hours and hopes to have her Instrument rating by race time. Flying is fun and relaxation for Beatrice when away from her job with the Department of the Army. Memberships: AOPA, Washington, D.C. Chapter of the 99's.



#54

PILOT (L): RACHEL BONZON, Playa del Rey, California
CO-PILOT (R): DOROTHY LIMBACH, Los Angeles, California
AIRPLANE: Cessna 172 145 h.p.
SPONSOR: Revell, Inc., Venice, California

Rachel is flying her second TAR and has a Commercial license with SMEL, Instrument, Ground Instructor ratings and 700 hours. She is a teacher in the Santa Monica area. Her husband, Larry, is a pilot and they have two children. Memberships: AOPA, NAA, Los Angeles Chapter of the 99's.

Dorothy has a Commercial license with 350 hours and works as a credit manager for the team's sponsor, Revell, Inc. She has three children. Memberships: AOPA, NAA, Los Angeles Chapter of the 99's.



#55

PILOT (R): BETTY HICKS, San Jose, California
CO-PILOT (L): LAYNE HACKETT, San Jose, California
AIRPLANE: Beechcraft Debonair 225 h.p.
SPONSORS:

Wilson Sporting Goods Co., Rivergrove, Ill.; Pine Needles Lodge and Country Club, Southern Pines, N.C.; Nut Tree, Nut Tree, Calif.; Edco Engineering Company, Santa Clara; Dee Thurmond Flight Service, San Jose; Fran Bera Enterprises, Inc., Long Beach; Jan & Erving Perlitch, Morgan Hill, Calif.; Sanderson Films, Inc., Wichita, Kan.; 150 Friends.

Betty, world famous golfer, is flying her third TAR and has a Commercial license with ATR, Flight and Instrument Flight Instructor, SMEL, Ground Instructor ratings and 3700 hours. She is kept busy with three jobs: professional golfer for Wilson Sporting Goods; flight instructor for Dee Thurmond; Instructor in Aeronautics at Foothill College. Her golf career speaks for itself for those who follow this "ground" sport. Memberships: AOPA, Bay Cities Chapter of the 99's.

Layne is flying her first TAR and has a Commercial license with SMEL, Instrument rating and 310 hours. Her field is teaching in the physical education area and she flies her plane to many schools and institutions throughout the States. She is a consultant for Santa Clara County for the Severely Retarded. Membership: AOPA.



#56

PILOT (R): LYNN COULTHARD, El Cajon, California
CO-PILOT (L): LYNN BRIGGS, San Diego, California
AIRPLANE: Cessna 172 145 h.p.
SPONSOR: Bass Broadcasting Co., San Diego, California

Lynn is flying her first TAR and has a Private license with an Instrument rating and 203 hours. Her first flight with her father was in a Waco at age 13, became a licensed pilot with the CPT program in 1940 and reinstated in 1966. Time out of her flying days was to raise a family of two children. Lynn is employed as a dental hygienist. Memberships: AOPA, El Cajon Valley Chapter of the 99's.

This is the third TAR for the "other" Lynn who has a Private license with 350 hours. She, too, was licensed back in 1943 thru the CAP and in the intervening years was a teacher of handicapped children. Her husband, Robinson, is not a pilot. She is a member of the San Diego Chapter of the 99's.

#57

PILOT (L): JACQUELYN R. MARKHAM, Battle Creek, Michigan
CO-PILOT (R): MAISIE R. STEARS, Kalamazoo, Michigan
AIRPLANE: Piper Arrow PA 28 180 h.p.
SPONSOR: Archway Cookies, Inc., Battle Creek, Michigan

Jacquelyn is flying her sixth TAR and has a Commercial license with 600 hours. While her husband, George, is not a pilot, his enthusiasm is shown by his company's sponsorship of this team. They have three daughters, one of whom has flown as co-pilot for her mother. Memberships: AOPA, Michigan Chapter of the 99's.

Maisie is flying her first TAR and has a Private license SELS with instrument rating and 360 hours. She is kept busy taking care of her pilot husband, James, and their two sons who will be anxiously awaiting a report each night of this team. Memberships: Michigan Chapter of the 99's.



#58

PILOT (L): MARILYN DICKSON, Kansas City, Kansas
CO-PILOT (R): ELAINE MORRIS, Kansas City, Missouri
AIRPLANE: Cessna 182 K 230 h.p.

Marilyn is flying her third TAR and has a Commercial license with Flight Instructor rating and 745 hours. She started flying to share her pilot husband, James' interest and together they have flown over most of the country. They have two daughters. Marilyn is employed as a secretary of Weyerhaeuser Company. Memberships: AOPA, NAFL, Greater Kansas City Chapter of the 99's.

This is the second TAR for Elaine who has a Private license with 243 hours. She and her pilot husband, William, started to fly at the same time and fly to as many places as they can when not working together at Chili Bill's. They have one married daughter. Memberships: AOPA, Missouri Pilot's Ass'n., Greater Kansas City Chapter of the 99's.



#59

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

This will be the fifth TAR for Pat who has a Commercial license with 800 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 first TAR for Nina who has a Private license with 200 hours. She is a teacher of American government at the Pinole Valley High School. Her husband, Richard, is also a pilot and they have one child and three grandchildren. Memberships: AOPA, Redwood Empire Chapter of the 99's.



#60

PILOT (R): JO WRIGHT, Bloomsburg, Pennsylvania
CO-PILOT (L): ELEANOR STILLI, Hollidaysburg, Pennsylvania
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSOR: The Flying Eagles, Inc., Reading, Pennsylvania

Jo is piloting this first TAR team and has a Commercial license with Instrument rating and 425 hours. She learned to fly to overcome a fear of airplanes and now flying is a family activity with her surgeon husband, William, and their three children. She teaches Red Cross Life Saving during the summer and shows horses with her three youngsters. Memberships: Central Pennsylvania Chapter of the 99's.

Eleanor has a Private license with 285 hours. She and her pilot husband, John, have done a lot of flying to the Bahamas and around the U.S. They have four children, who join in Jo's three to make an enthusiastic rooting team for TAR 60. Memberships: Central Pennsylvania Chapter of the 99's.





#61

PILOT (L): MONA BUDDING, Auburndale, Massachusetts
CO-PILOT (R): NORMA WILCOX, Tuscon, Arizona
AIRPLANE: Cessna 337A 420 h.p.

Mona is flying her first TAR and has a Commercial license, SMELS and Instrument rating and 500 hours. Her husband, Malcolm, is not a pilot but with their one child the family makes trips to the Bahamas and Mexico. Memberships: AOPA, NPA, Eastern New England Chapter of the 99's.

This is the third TAR for Norma who has a Commercial license with Flight Instructor rating and 1600 hours. Her husband, Nathan, is a pilot and they have two children and nine grandchildren. Norma has not only traveled over the U.S. but has been active in several chapters of the 99's, presently with the Tuscon Chapter. She is also a member of AOPA.



#62

PILOT: TRINA ADELA JARISH, Wethersfield, Connecticut
AIRPLANE: Piper Arrow PA 28 165 h.p.
SPONSOR: Cromwell Steak House, Cromwell, Connecticut

Trina is flying her second TAR solo. She has a Commercial license with Instrument and Flight Instructor ratings and 800 hours. She is employed as a bartender for her sponsor, Cromwell Steak House. Trina is a member of the National Women's Pylon Racing Ass'n., AOPA, NAA, and the Connecticut Chapter of the 99's.



#63

PILOT (R): ISABELLE G. McCRAE, Lemon Grove, California
CO-PILOT (L): MARGARET CALLAWAY, San Pedro, California
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSOR: Exchange Club of La Mesa, California

This is the eleventh TAR for Isabelle who has a Commercial license, SMEL, Flight Instructor ratings and 2500 hours. She is a Public Health Nurse. Her son is a medical student and in 1964 they cruised the world on the University of the Seven Seas as student and nurse respectively. A former WASP and present Captain in CAP, she lists memberships: Bus. and Prof. Women's League, ANA, ASHA, Flight Nurses Ass'n., the El Cajon Valley Chapter of the 99's.

Margaret is flying her ninth TAR and has a Commercial license, SELS, Instrument, Flight and Instrument Flight Instructor ratings and 9400 hours. Employed as a flight instructor, she taught her two daughters to fly. They paired together at ages 16 and 17 to fly both the IAR and the AWTAR. Her husband, Lt. Col. Richard Callaway, is a retired air force pilot. Memberships: AOPA, FIA, Long Beach Chapter of the 99's.



#64

PILOT (L): LAURA T. ZERENER, Springfield, Virginia
CO-PILOT (R): JOAN F. MORAN, Camp Springs, Maryland
AIRPLANE: Cessna 182 L 230 h.p.
SPONSOR: Mr. Frostee—Al Moran, Camp Springs, Maryland

This is the second TAR for Laura who has a Commercial license with Flight Instructor rating and 1350 hours. Laura learned to fly in 1932 in a Waco OX5. She is a flight instructor and programmer at Beacon Flying Service. She has one son and two grandchildren. Memberships: AOPA, NAA, NAFI, WADA, ACW, Washington, D.C. Chapter of the 99's.

Joan is flying her first TAR and has a Private license with 56 hours. She is an editorial assistant for the Air Force Systems Command. Her husband, Allen, is also a pilot. Membership: AOPA.

#65

PILOT (R): ELLIE McCULLOUGH, Bay Shore, New York
CO-PILOT (L): TERRY VASQUES, San Diego, California
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Mr. and Mrs. James I. Miller, Bolton Landing, New York
 RAM Aviation, Newport News, Va.

Ellie is flying her sixth TAR and has a Commercial license with Instrument rating and 1200 hours. An active sport parachutist, she finds time to be a secretary at Grumman Aircraft and a bridal consultant on Long Island. Memberships: AOPA, Zonta, Aviation Council of Long Island, Long Island Early Flyers, Grumman Flying Club, International Order of Characters, Island Skydivers, Long Island Chapter of the 99's and Governor of the NY-NJ Section.

Terry is flying her fifth TAR and a Commercial license with SMEL and Instrument rating and 1700 hours. She served 9 years on the AWTAR Board in charge of handicapping and is a research engineer. Her husband, Al, is also a pilot. Memberships: AIAA, AMS, San Diego Chapter of the 99's.



#66

PILOT: DORIS BAILEY, Orange, California
AIRPLANE: Cessna 172K 150 h.p.
SPONSOR: Parflite, Inc., Riverside; Truck & Auto Supply, Anaheim; Freeway Machine Shop, Santa Ana; Paramount Truck Body & Equip. Co., Long Beach; Euclid Steel Fabricating Co., Inc., L.A.; Superior Trailer Works, L.A.; Friends; —all California.

Doris is flying this, her third TAR, solo. She has a Commercial license with Instructor rating and 650 hours. Louis, her husband, is a pilot and they have two sons and two grandchildren. Doris has flown several other races including the Hayward-Las Vegas race in 1968. Memberships: Pomona Valley Pilot's Assoc., Skylarks of So. California and San Gabriel Valley Chapter of the 99's.



#67

PILOT (R): SALLY LaFORGE, Los Angeles, California
CO-PILOT (L): ANN LODWIG, Topanga, California
AIRPLANE: Cessna 172H 145 h.p.

This is Sally's second TAR and she has a Commercial license with instrument rating and 400 hours. She is Chief Engineer on Performance and Programming on Helicopters with Hughes Tool Co. This crew won the Novice Crew award in the 1964 PPD. Memberships: AHS, AOPA, CAP, and the Los Angeles Chapter of the 99's.

Ann is also flying her second TAR and has a Commercial license and 363 hours. Her husband, Maurice, is also a pilot and they fly for fun and family recreation. Her memberships include AOPA and the Los Angeles Chapter of the 99's.



#68

PILOT: MARA CULP, Newport Beach, California
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSOR: American Food Service Equipment, Inc., Santa Ana, and Koratron, Co., San Francisco, California

Mara is flying solo in her first TAR and has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor and ATR ratings with 2000 hours. She is a charter pilot for Martin Aviation and is flying her sponsor's plane in this race. She was taught to fly by her husband, Richard. She has done some sky-diving. Mara was born in Latvia, was raised in Sweden and then came to U.S. Memberships: AOPA, NAA, NPA, PRPA, NWPRA, APRA, NAFI, Orange County Chapter of the 99's.





#69

PILOT: POLLY DUNCAN, Memphis, Tennessee
AIRPLANE: Piper Arrow, PA 28 180 h.p.
SPONSOR: Memphis Flight Center, Memphis, Tennessee

Polly is flying solo in her seventh TAR and has a Commercial license with Instrument and Flight Instructor ratings and 5000 hours. She has flown in two of the IAR rates. Her husband, Howard, is also a pilot. Memberships: AOPA, Memphis Chapter of the 99's.



#70

PILOT (R): MARDO CRANE, Cupertino, California
CO-PILOT (L): DALE GRAVES, Menlo Park, California
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: City of Cupertino; Cupertino Chamber of Commerce; Western Mobile Home Park, Santa Rosa; Western Products, Cupertino, California

While this is the first TAR for Mardo, who has a Commercial license with SMEL and 2000 hours, she is not new to the Powder Puff Derby having been its founder in 1947 and Chairman through to 1952. She is co-owner of Western Mobile Home Park and is a well known aviation writer. Memberships: AOPA, FAI, WASP, Girl Scouts, Santa Clara Valley Chapter of the 99's.

Dale is flying her first TAR and has a Commercial license with Instrument rating and 400 hours. She does work in research for Stanford Univ. Research Institute and is a Lt. Commander with the Naval Reserve. Memberships: AOPA, NAA, NPA, Soaring Society of Amer., Pacific Soaring Council, Bay Cities Chapter of the 99's.



#71

PILOT (R): BERNICE DEERING, San Diego, California
CO-PILOT (L): MARY MOONS, San Diego, California
AIRPLANE: Piper Cherokee PA 28 150 h.p.
SPONSOR: Shakey's Pizza Parlors, San Diego, California

This is the first TAR for Bernice who has a Commercial license with 200 hours. She is self-employed as a hairdresser. Bernice learned to fly after two years of navigating for pilot husband, Kenneth. They have two daughters. Membership: Palomar Chapter of the 99's.

Mary, flying her first TAR, has a Private license with 198 hours. She is Supervisor, Classified Department of the Sentinel Newspaper in San Diego. She has 4 children and 1 grandson. Memberships: So. Calif. Classified Ad Managers Ass'n., Palomar Chapter of the 99's.



#72

PILOT (R): JOANN J. STYPE, Wooster, Ohio
CO-PILOT (L): JOAN E. MACE, Athens, Ohio
AIRPLANE: Cessna 210 285 h.p.
SPONSORS: Athens Messenger and Lawhead Press, Athens, Ohio and Sohio Oil Co., Cleveland, Ohio

This is the fourth TAR for JoAnn who has a Commercial license with Instrument, Flight and Instrument Flight Instructor ratings and 720 hours. She is a housewife/instructor when she can find time to get away from her rooting section of 4 children, youngest age 1, and her pilot husband, Roy. Memberships: AOPA, All-Ohio Chapter of the 99's.

Joan is flying her first TAR and has a Commercial license with Instrument, Flight and Instrument Flight Instructor ratings and all Ground Instructor ratings and 3068 hours. Her flying started in 1943 but she took time out to raise three sons. She is transportation pilot and flight instructor at Ohio University. Her husband, Nolan, is also a pilot. Membership: All-Ohio Chapter of the 99's.

#73

PILOT (R): R. M. (GINA) JORDAN, Calgary, Alberta, Canada
CO-PILOT (L): DR. JEAN A. BLENKINSOP, Calgary, Alberta, Canada
AIRPLANE: Piper Comanche PA 24 260 h.p.
SPONSORS: Boyd & Fielder; Trans Aircraft Company, Sam Hashman & Co. Ltd.; Gateway Aviation; Calgary and Many Friends

This all Canadian team is piloted by Gina flying her third TAR. She has a Commercial license with ATR, Instrument, Flight and Instrument Flight Instructor ratings, SMEL and 8000 hours. She is a flight instructor at Chinook Flying Service Ltd. Membership: Alberta Chapter of the 99's.

Jean, flying her third TAR, has a Commercial license with SMEL and Flight Instructor rating and 600 hours. Both Jean and her pilot husband, Peter, are medical doctors in Calgary. They have one son. Memberships: COPA, Calgary Medical Society, Alberta Chapter of the 99's.



#74

PILOT (L): MIRIAM S. DAVIS, Miami, Florida
CO-PILOT (R): LEE AVERMAN, Miami Springs, Florida
AIRPLANE: Piper Cherokee PA 28 180 h.p.

This is the fourth TAR for Miriam who has a Commercial license with SMEL and Instrument rating and 925 hours. She is a research and corporate secretary for Sub Tropical Testing Service. Her husband, C. Hubbard Davis, is also a pilot. Memberships: AOPA, FWPA, FAPA, FAC, Grasshoppers, Chairman Florida Gold Coast Chapter of the 99's.

Lee is flying her third TAR and has a Private license with 500 hours. She is a corporate secretary for Southeast Airlines, Inc. She has four children. Memberships: FAPA, FAC, FWPA, AOPA, NAA, Florida Gold Coast Chapter of the 99's.



#75

PILOT: ALICE MEISENHEIMER, Cherry Hill, New Jersey
AIRPLANE: Piper Cherokee PA 28 150 h.p.
SPONSORS: Moorestown Airport, Inc., Moorestown, New Jersey
 Sharon Motor Inn, Maple Shade, New Jersey; Ramblewood Inn & Country Club, Mt. Laurel, New Jersey

This is the third TAR for Alice who has a Commercial license with Instrument rating and 925 hours. She is a professional artist/designer with her own advertising business. Her husband Ray, is also a pilot. Memberships: AOPA, Eastern Pennsylvania Chapter of the 99's.



#76

PILOT (R): RUTH SITLER, Kent, Ohio
CO-PILOT (L): MARSHA L. ORTON, Ft. Lauderdale, Florida
AIRPLANE: Cessna Skyhawk 145 h.p.
SPONSOR: Buckeye Sports Center, Peninsula, Ohio

This is the first TAR for Ruth who has a Private license with Instrument rating and 325 hours. Last August, Ruth, her pilot husband, Robert, and their 3 children were camping near the Prague Airport during the Russian Invasion resulting in the slogan for her plane "Flight for Freedom Coast to Coast." She is employed as a secretary for the Smithers Co., and is the first woman instrument pilot at Kent State University. Memberships: Kent State Univ. Flying Club, All-Ohio Chapter of the 99's.

Marsha, Flying her first TAR, has a Private license with 41 hours. A student at Kent State Univ., she is their first woman primary student. By next year, she hopes to add many more ratings. Memberships: Kent State Univ. Flying Club, All-Ohio Chapter of the 99's.





#77

PILOT (R): LEAH SCHOFIELD, Blacklick, Ohio
CO-PILOT (L): MARIAN MOYER, Bellevue, Ohio
AIRPLANE: Piper Twin Comanche 320 h.p.
SPONSOR: Electrosonics, Port Columbus, Ohio

This is the first TAR for Leah who has a Commercial license with SMEL, Instrument rating and 585 hours. Flying is a family enjoyment with pilot husband, Harold, and their three children. Many trips are with the "Flying Rebels" from Atlanta, Ga. Memberships: Flying Rebels, All-Ohio Chapter of the 99's.

Marian, flying her first TAR, has a Private license with 190 hours. She is kept busy taking care of four children and non-pilot husband, Edward. She is active in many local aviation events. Memberships: AOPA, CAP, All-Ohio Chapter of the 99's.



#78

PILOT: NELL CONNOLLY, Cardiff-By-The-Sea, California
AIRPLANE: Piper Comanche PA 24 180 h.p.

Nell is flying her fourth TAR and has a Commercial license with 550 hours. She learned to fly when pilot husband, Pat, opened Palomar Piper Aircraft Sales in Carlsbad. They have four children to help Dad keep track of #78 as it flies cross country. Membership: Palomar Chapter of the 99's.



#79

PILOT: BERTHA ZERON de GARCIA, Mexico City, Mexico
AIRPLANE: Mooney Mark 20B 180 h.p.

This is the first TAR for Bertha who has a Commercial license with SMEL, Instrument and Flight Instructor ratings and 2000 hours. She is a flight instructor in Mexico City and also is a parachutist. Her husband, Felipe, is a pilot. Membership: Tip of Texas Chapter of the 99's.



#80

PILOT (L): PAULINE GLASSON, Corpus Christi, Texas
CO-PILOT (R): BARBARA LEWIS, Corpus Christi, Texas
AIRPLANE: Cessna 175 175 h.p.

Pauline is flying her seventeenth TAR and has a Commercial license with SMELs, Flight, Instrument Flight Instructor, Glider and all Ground Instructor ratings and 17,875 hours. She is self-employed as a flight instructor and aerial photographer but took time off to raise money from the 99's for the 1968 and 1969 Powder Puff Derby. Her husband, Claude, is also a pilot. Membership: Tip of Texas Chapter of the 99's.

Barbara is flying her second TAR and has a Private license with 78 hours. Her flying is for pleasure as she is kept busy taking care of pilot husband, Dr. J. A. Lewis and their four children. Memberships: AOPA, Tip of Texas Chapter of the 99's.

#81

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

Valera is flying solo in her third TAR and has a Commercial license with Instrument and Flight Instructor ratings and 2000 hours. Valera keeps busy with three jobs: flying customers for her sponsor Belmont Industries; charter work for St. Clair Flying Service; Fire Patrol for U. S. Forestry Service. She was a Wave Gunnery Instructor. Her husband, Belmont, is also a pilot. Memberships: AOPA, Bonanza Society, Missouri Pilots Ass'n., St. Louis Aero Club, Greater St. Louis Chapter of the 99's.



#82

PILOT (L): MAYBELLE FLETCHER, Houston, Texas
CO-PILOT (R): JACKIE KELLY, Houston, Texas
AIRPLANE: Piper Cherokee PA 28 150 h.p.
SPONSOR: Tex-Flite, Inc., Houston, Texas

Maybelle is flying her second TAR and has a Commercial license with SMELS and Flight Instructor ratings and 4100 hours. She started her flying in 1941 and is presently a flight instructor for the Southwest Flying Club. Her husband, James is also a pilot and they have three children and two grandchildren. Membership: Houston Chapter of the 99's.

Jackie is flying her second TAR and has a Private license with 187 hours. She is employed as a secretary to the sponsor of this team, Tex-Flite, Inc. Her husband, Tom, is a pilot and they have five children ranging in age from 8 to 20 years. Memberships: AOPA, Petticoat Pilots, Houston Chapter of the 99's.



#83

PILOT (L): PATRICIA GLADNEY, Los Altos, California
CO-PILOT (R): JEANNE McELHATTON, San Francisco, California
AIRPLANE: Cessna 182 230 h.p.
SPONSOR: MASTER CHARGE—"NOW IN 44 STATES"

Pat is flying her seventeenth TAR and has a Commercial license with SMELS, Instrument, Flight and Instrument Flight Instructor ratings and 11,500 hours. She taught flying during WWII and later joined the WASPs. Pat was the first winner of the AE Scholarship Fund, and is currently a flight instructor for the Palo Alto Flying Club. 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 sixth TAR and has a Private license with SMEL and Ground Instructor rating and 1150 hours. With her well known husband, Dave, of San Francisco KCBS, she and their three children fly every weekend to Mountain Home for skiing in the High Sierras and summer swimming. Memberships: AOPA, NAA, Santa Clara Valley Chapter of the 99's.



#84

PILOT: NANCY B. CREWS, Inglewood, California
AIRPLANE: Piper Super Cub PA 18 150 h.p.
SPONSOR: Great Western Soaring School, Pearblossom, Calif.

This is the third TAR for Nancy who has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor and Ground Instructor ratings and 2100 hours. She divides her working time: clerk at Northrop Corp. and tow pilot for Great Western Soaring School. Her husband, Paul, is not a pilot but joins with their three children in a salute to TAR 84. Memberships: AOPA, WASP, Orange County Chapter of the 99's.





#85

PILOT (R): EVELYN M. SEDIVY, Lincoln, Nebraska
CO-PILOT (L): DONNA L. BRUMMER, Lincoln, Nebraska

AIRPLANE: Cessna 172 H 145 h.p.

SPONSORS: King's Food Host-USA; Weaver-Minier Aviation Insurance,—Lincoln, Nebraska

This is the second TAR for Evelyn who has a Commercial license with Basic Ground Instructor rating and 400 hours. She has been a ground school instructor, airport secretary, helped establish A&P school at state-owned trade school and is currently employed as Aerospace Mobile Teacher in Lincoln Public Schools. Memberships: AOPA, CAP, NAA, Nat'l. Aerospace Education Council, Univ. Flying Club, Chairman of the Nebraska Chapter of the 99's.

This is the first TAR for Donna who has a Private license with 280 hours. She is an elementary school teacher in the Lincoln Public School system. Her husband, Maynard, is a pilot. Membership: Nebraska Chapter of the 99's.



#86

PILOT: JEAN P. ROSE, Palos Verdes Estates, California

AIRPLANE: Cessna 177 150 h.p.

SPONSOR: Rose Aviation, Hawthorne, California

Jean is flying her seventh TAR and has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor ratings and 16,500 hours. She is chief pilot for Rose Aviation. Her hobbies are skiing and golf. Memberships: AOPA, NAA, NPA, WASP, Caterpillar Club and the San Fernando Valley Chapter of the 99's.



#87

PILOT (R): PATRICIA KEENEY, Overland Park, Kansas

CO-PILOT (L): DONA RIDGEWAY, Kansas City, Missouri

AIRPLANE: Mooney M20F 200 h.p.

SPONSORS: Bonzer, Inc., Overland Park, Kansas; North American Press, Kansas City, Missouri

This is the second TAR for Pat who has a Commercial license with 300 hours. A former professional singer and pianist, now taking care of her four children and pilot husband, Jack, keeps her busy with some time off to teach music. Memberships: AOPA, Greater Kansas City Chapter of the 99's.

Dona is flying her first TAR and has a Commercial license with SMEL and 290 hours. She is office manager and chief flunky for North American Press. She has two children and spends all her spare time at the airport. Membership: Greater Kansas City Chapter of the 99's.



#88

PILOT (L): MARY ANN NOAH, Shawnee Mission, Kansas

CO-PILOT (R): MARGARET REID, Kansas City, Missouri

AIRPLANE: Piper Comanche PA 24 260 h.p.

Mary Ann is flying her tenth TAR and has a Commercial license with Instrument, SMEL and Helicopter ratings and 2300 hours. Her flying is for fun, transportation and competitions. Mary Ann won the 1964 and 1965 PPD's. She has two sons and two daughters plus one grandson who will be rooting for her. Memberships: AOPA, CAP, NAA, Whirly Girls and the Greater Kansas City Chapter of the 99's.

This is the first TAR for Margaret who holds a Private license with 85 hours. She took up flying as a hobby because her husband, Ralph, flew. It started with her taking the AOPA Pinchhitter's Course. They have two boys ages 12 and 10 who will be watching this team with great interest. Memberships: AOPA and the Greater Kansas City Chapter of the 99's.

#89

PILOT (L): MARY McCORD PEARSON, Escondido, California
CO-PILOT (R): BARBARA JOHNSON, Del Mar, California
AIRPLANE: Piper Cherokee PA 28 200 h.p.

This is the third TAR for Mary who has a Commercial license with SELS, Instrument, Flight Instructor and Ground Instructor ratings and 6500 hours. She has been flying since 1949 and is co-owner with pilot husband, Bradford, of Flight Trails. They have one son. Membership: Palomar Chapter of the 99's.

Barbara is flying her first TAR and has a Private license with 65 hours. She was taught to fly by Mary and in addition to taking care of pilot husband, Bill, she owns Canine Coiffures. Memberships: Audubon Society, Palomar Chapter of the 99's.



#90

PILOT (L): GENE T. FITZPATRICK, Miraleste, California
CO-PILOT (R): KATHLEEN T. FITZPATRICK, Miraleste, California
AIRPLANE: Cessna 172 150 h.p.
SPONSORS: Anixter Bros., Inc., Chicago, Illinois; R. B. Furniture Co., Gardena, California

Gene is flying her second TAR and has a Commercial license with Flight Instructor rating. A former WASP, Gene is a flight instructor for Rose Aviation. While her husband, James, is not a pilot this is an aviation minded family (note co-pilot). Memberships: AOPA, NAA, WASP, Surfwriters, Long Beach Chapter of the 99's.

Daughter, Kathleen, who was taught to fly by her mother, is flying in her first TAR. At 17 years of age, she has a Private license with 56 hours. Kathleen is a student at Miraleste High School. Memberships: Equestrian Trails, Inc., Long Beach Chapter of the 99's.



#91

PILOT (R): PAMELA STOWELL, Little Rock, Arkansas
CO-PILOT (L): RUTH GRAY, Little Rock, Arkansas
AIRPLANE: Beechcraft Debonair E33A 285 h.p.
SPONSORS: Arkansas Chapter of the Ninety-Nines; Central Flying Service; Little Rock Airmotive; Hiegel Aviation—Little Rock, and Arkansas Friends

This first TAR team is piloted by Pamela who has a Commercial license with Instrument, Flight and Ground Instructor ratings and 450 hours. She is employed as a flight instructor for one of the sponsors, Central Flying Service. Her husband, Daniel, is a pilot and they have three children. Memberships: NAA, NAFL, Arkansas Chapter of the 99's.

Ruth has a Private license with 300 hours and is kept busy as a housewife. Her husband, Dr. Edwin F. Gray, is also a pilot and they have two daughters. Membership: Arkansas Chapter of the 99's.



#92

PILOT (L): MARIAN BURKE, San Antonio, Texas
CO-PILOT (R): IRENE YOUNG, Harlingen, Texas
AIRPLANE: Piper Cherokee PA 28 180 h.p.
SPONSORS: Harlingen Int'l. Airport; Burke Aviation, San Antonio, Texas

This is the eleventh TAR for Marian who has a Commercial license with SMEL, ATR, Instrument, Flight and Instrument Flight Instructor, Ground Instructor ratings and 9800 hours. She is owner-operator of Burke Aviation—a sponsor of this team. She has one child. Memberships: AOPA, San Antonio Chapter of the 99's.

Irene is flying her fourth TAR and has a Commercial license with 410 hours. She is employed as a bookkeeper for Young Flying Service owned by her pilot husband, E. O. Young. They have three sons, all pilots. Membership: Tip of Texas Chapter of the 99's.





#93

PILOT (R): ALBERTA NICHOLSON, Salt Lake City, Utah

CO-PILOT (L): MAUREEN H. RICHARDS, Ogden, Utah

AIRPLANE: Cessna 172K 150 h.p.

SPONSORS: Intermountain Flight Center, Ogden; Trans-West Flight School, Salt Lake City—Utah

This is the sixth TAR for Alberta who has a Commercial license with Flight Instructor rating and 2830 hours. Alberta started flying in 1929, was a WASP during WWII. She is employed at the VA Hospital in Utah. Her husband, Walter, is not a pilot but along with their two children is an ardent rooster of team #93. Memberships: AOPA, WASP, Utah Chapter of the 99's, and Governor of the Southwest Section.

This is the first TAR for Maureen who has a Commercial license with 500 hours. She is owner and secretary for one of the team's sponsors—Intermountain Flight Center. Her husband, Dr. Oliver Richards, is an Ophthalmologist. They have three children. Memberships: AOPA, Utah Chapter of the 99's.



#94

PILOT (L): HALDIS RAUCHFUS, Santa Monica, California

CO-PILOT (R): VIRGINIA SHOWERS, Los Angeles, California

AIRPLANE: Cessna 172 145 h.p.

This first TAR team is piloted by Haldis who has a Commercial license with SMEL, Instrument, Flight and Instrument Flight Instructor, Ground Instructor ratings and 1200 hours. Haldis is an airline stewardess with Continental Airlines. Memberships: AOPA, ALPA, GBFC, and Los Angeles Chapter of the 99's.

Virginia has a Private license with 125 hours. She is a Property Management & Insurance broker. Her husband, Glenn, is a pilot and they have two sons. Membership: Los Angeles Chapter of the 99's.



#95

PILOT: LOUISE HYDE, North Salem, New York

AIRPLANE: Beech Bonanza V35A 285 h.p.

SPONSOR: Pacific and Southern Broadcasting Co.

This is Louise's ninth TAR and she has a Commercial license with SMEL ratings and 2350 hours. Louise was a WASP, a former member of the AWTAR Board, charter member of FAA's WACOA, and flew co-pilot to Betty Miller on a recent ferry flight to Australia. Her husband, Gordon, is an enthusiastic supporter. Louise is a member of the Greater New York Chapter of the 99's.



#98

**PILOT (L): BITSY BEEKMAN
HIGH CITY, OHIO**

**CO-PILOT (R): DIANA DOALSON
LONG BEACH, CALIFORNIA**

AIRPLANE: PIPER CHEROKEE PA 28 150 hp

SPONSOR: HIGH CITY HERALD, HIGH CITY, OHIO

BITSY, on her initial TAR, has a commercial license and instrument rating and Flight instructor rating with 1050 hours. She flies assignments and photo missions for her sponsor. Last year she flew a relief tour for WINGS for PROGRESS in Africa.

DIANA is also a first-timer TAR and has a Private license with 160 hours. She teaches school and flies her husband, an anthropologist, on field trips.

HANDICAP "PAR" SPEEDS

NOTE: To be eligible to race the airplane must have been manufactured on or after January 1, 1959.
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				Cardinal 177	1968	150	124
200 A B C	1959-'64	260	196	Cardinal 177	1969	180	130
200 D	1965-'68	285	195	Skyhawk 172	1959-'68	145	119
100	1966-'68	150	113	Skyhawk 172	1969	150	120
				210 G	1967-'68	285	180
BEECHCRAFT				MOONEY			
Travel Air 95	1959	360	185	Mark 21 (M20-A thru C)	1959-'67	180	165
Travel Air B-95 to E-95	1960-'68	360	190	Super 21	1964-'67	200	173
Bonanza K to M-35	1959-'60	250	190	Executive 21 (M20F)	1967-'68	200	165
Bonanza N to P-35	1961-'63	260	185	Ranger (M20C)	1968	180	156
Bonanza S to V-35	1964-'67	285	192	Statesman (M20G)	1968	180	154
Bonanza V-35A	1968	285	190	Master (M20D)	1963-'65	180	127
Bonanza E-33	1968	225	175	Chaparral (M20E)	1969	200	170
Bonanza E-33A	1968	285	188				
Debonair A-33 to C-33	1960-'67	225	175	NAVION			
Debonair C-33-A	1966-'67	285	188	Rangemaster G	1961-'64	260	165
Musketeer 23	1963	160	122	Rangemaster H	1967-'68	285	177
Musketeer A-23	1963-'68	165	126				
Musketeer A-23-19	1965-'69	150	120	PIPER			
Musketeer A-23-24	1966-'69	200	138	Cherokee 6 PA-32-260	1965-'68	260	146
Musketeer Custom	1969	180	131	Cherokee 6 PA-32-300	1966-'68	300	154
				Cherokee PA-28-235	1964-'68	235	146
BELLANCA				Cherokee PA-28-150	1962-'67	150	124
14-19-2	1959	230	180	Cherokee PA-28-160	1963-'69	160	126
260 A thru C	1960-'68	260	184	Cherokee PA-28-180	1963-'69	180	132
				Cherokee PA-28-140	1964-'68	150	122
CESSNA				Arrow PA-28R	1967-'69	180	150
Skymaster 336	1964	420	163	Arrow PA-28-180R	1969	200	156
Skymaster A-B-C 337	1965-'68	420	180	Twin Comanche PA-30	1963-'68	320	185
210-210A	1960-'61	260	179	Apache PA-23	1959-'62	320	163
210 B-C	1962-'63	260	175	Comanche PA-24-400	1964-'65	400	203
210 D-E	1964-'65	285	179	Comanche PA-24-250	1959-'64	250	170
210-F	1966	285	178	Comanche PA-24-260	1965-'68	260	175
205 A	1963-'64	260	147	Comanche PA-24-180	1959-'64	180	147
P206	1965-'68	285	154	Tri-Pacer PA-22-160	1959-'60	160	121
U206	1964-'68	285	154	Super Cub PA-18-150	1959-'68	150	108
Skylane 182	1959-'68	230	150				
Skywagon 185	1961-'66	260	156	WACO			
Skywagon A-185-E	1966-'68	300	158	Minerva	1968-'69	220	142
Skylark 175	1959-'63	175	127	Sirius & Vela	1968-'69	220	160
180	1959-'68	230	150	Meteor	1969	260	215

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. Aircraft such as Mooneys with power boost will be required to have these sealed closed.

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

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.)
- *FC-2 Flight Case to Pilot.
- *Airport/Aviation Atlas (Full U.S.) to co-pilot.
- 2 Round Trip Flights on AIR FRANCE, Dulles to Paris.

Second Place

- AWTAR Trophy for pilot and co-pilot.
- \$1500 Cash.
- *CSG-3P Computer to pilot.
- *CSG-4P Computer to co-pilot.

Third Place

- AWTAR Trophy for pilot and co-pilot.
- \$1000 Cash.
- *CR-2 Computer & CR Manual/Workbook to pilot.
- *CSG-1P Computer to co-pilot.

Fourth Place

- AWTAR Trophy for pilot and co-pilot.
- \$500 Cash.
- *CSG-1P Computer to pilot.
- *Flight Instructor Course (Airplane) to co-pilot.

Fifth Place

- AWTAR Trophy for pilot and co-pilot.
- \$250 Cash.
- *Flight Instructor Course (Airplane) to pilot.

Sixth Place

- \$100 Cash

Seventh Place

- \$50 Cash (Donated by SMITH TRUCKING Co., L. A. Calif.)
- *These items presented by JEPPESEN and CO., Denver, Colo.

STP Award

- \$500 Cash to winner if using STP and displaying STP decals on each side of her plane.
- (Presented by STP Corp., Des Plaines, Ill.)

Highest Score for a Pilot Flying Solo.

- \$100 Cash (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 (Donated by PHOENIX, ARIZONA CHAMBER OF COMMERCE)

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

- \$200 AWTAR Scholarship (Donated by ASTRO AERO CORP., Capistrano Beach, Calif.)
- Trays (Donated by "A friend of The Ninety-Nines through the Central Ill. Chapter.")

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

- \$75 Cash (Donated by Morro Bay Motel Assoc., Morro Bay, Calif.)
- *PGT-3 Instrument Rating Course.
- *IH-1 White Instrument Hood.

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

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

For Best Score Made in Each Class of Aircraft of Which there are at Least Three in Competition.

- 145-165 hp.
- 166-199 hp. { To each winning pilot and co-pilot, a Nova Tech
- 200-239 hp. { Pilot II 4 band VHF portable radio/direction
- 240-284 hp. { finder with appropriate plaques.
- 285-450 hp.
- (Presented 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
1	San Diego	Las Vegas	\$100
2	San Diego	St. George	\$ 25
3	San Diego	Salt Lake City	Telex Boom Mike
4	Salt Lake City	Cheyenne	\$ 50
5	Rock Springs	Kearney	\$125
			\$ 75
6	Cheyenne	St. Joseph	\$100
7	Kearney	Mt. Vernon	\$125
			\$ 90
			\$ 60
8	St. Joseph	Huntington	\$100
9	Mt. Vernon	Washington, D.C.	\$125
			\$ 75
			\$ 50
10	Huntington	Washington, D.C.	Rotating Beacon
			\$100

Thanks to:

Community of Las Vegas.
 Phoenix, Ariz. Chamber of Commerce.
 Utah State Aeronautics Commission.
 Orrison Distributing Co., Cheyenne.
 \$25 each from Warren Barney Gen'l Ins. Agency, Anderson Bros.
 Plumbing & Heating, First Nat'l Bank, Buffalo Air Service, Valley
 Aviation Inc.—all of Kearney.
 \$50 from Kizzier Chev. Co. and
 \$25 from Tim Grantham Mobil & Andys Air Service.
 Greater Kansas City Chapter of Ninety-Nines.
 \$100 from Kearney Chamber of Commerce and
 \$25 from First Investment Co. of Kearney.
 The People of Mt. Vernon, Illinois.
 The People of Mt. Vernon, Illinois.
 Greater Kansas City Chapter of Ninety-Nines.
 The People of Mt. Vernon, Illinois.
 The People of Mt. Vernon, Illinois.
 The People of Mt. Vernon, Illinois.
 Grimes Manufacturing, Urbana, Ohio.
 Greater Huntington Area Chamber of Commerce.

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
NICHOLSON, Claire Hale	1955 - 59
RAMBO, Anne	1952 - 53
ROSS, Margaret	1961 - 65
ROTH, Sylvia	1959 - 61
SHEEHY, Ethel	1951 - 55
SMITH, Louise	1955 - 58
STEADMAN, Bernice Trimble	1957 - 59
VASQUES, Theresa	1959 - 68
WILSON, Priscilla	1963 -
WHARTON, Betty	1966 -

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.

