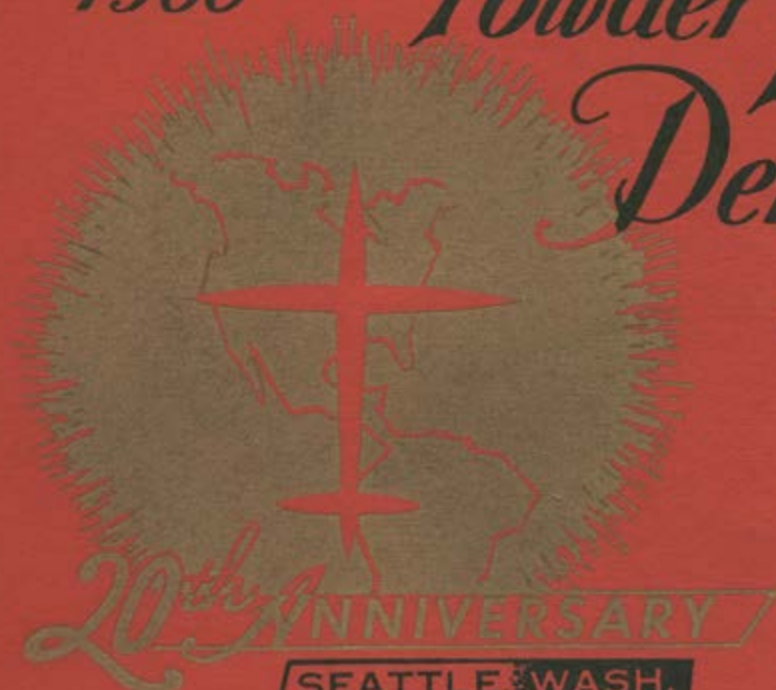


1947
1966

Powder Puff Derby



SEATTLE, WASH.

CLEARWATER, FLA.

JULY 2-5, 1966

All-Woman Transcontinental Air Race, Inc.

**All-Woman Transcontinental Air Race, Inc.
Board of Directors**

BANKS, Marian	1960 -	LANGHER, Doris	1959 - 60
BARTLING, Lois	1957 - 61	LOCKWOOD, Gertrude	1960 - 61
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CRANE, Mardo	1947 - 52	LOPEZ, Marion	1965 -
CRITCHELL, Iris	1954 - 61	LOUFEK, Betty	1952 - 56
CRONAN, Selma	1960 - 62	MEDES, Beatrice	1952 - 57
DAVIS, Arlene	1951 - 52	NICHOLSON, Claire Hale	1955 - 59
EVANS, Barbara	1961 -	RAMBO, Anne	1952 - 53
FAILING, Joyce	1955 - 56	ROSS, Margaret	1961 - 65
FAIRBANK, Lois	1963 -	ROTH, Sylvia	1959 - 61
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HART, Jane	1961 - 63	TRIMBLE, Bernice	1957 - 59
HYDE, Louise	1961 - 63	VASQUES, Theresa	1959 -
KEAVENTY, Ruby	1966 -	WILSON, Priscilla	1963 -

Among those who served on the early National Air Race Committee:

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The Powder Puff Derby



All Woman Transcontinental Air Race, Inc.

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

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

Barbara J. Evans: Editor

•

Lois Fairbank: Assistant Editor

•

Marian Andrews Lopez: Artwork

List of Contestants

Name	Tar. No.	Page No.	Name	Tar. No.	Page No.
Aikins, Mary	5	34	Jones, Patti M.	81	53
Armstrong, Major Mary A.	69	50	Julich, Dorothy	62	48
Arnold, Marilyn J.	82	53	Keaveny, Ruby	11	35
Arnold, Patricia M.	41	43	Kienle, Uta Renate	57	47
Banks, Marian E.	11	35	Klayman, Mildred	23	38
Barber, Phyllis Ann	27	39	Knoop, Patricia A.	6	34
Barnet, Marci	80	52	Krause, Gerry	50	45
Bennett, Jeanne	81	53	Lagomarsino, Judith P.	90	55
Bera, Frances	36	41	Lail, Mary	74	51
Betzler, Marion S.	38	42	Langher, Doris	31	40
Black, Kay	31	40	Lehr, Autrie Vell	66	49
Blessing, Sherry	19	37	Lewsader, Darla Ann	91	55
Bonar, Jean M.	2	33	Lockwood, Gertrude E.	12	35
Brown, Lois C.	43	43	Loening, Elaine	26	39
Brown, Sherly	70	50	Lohr, Dori	33	41
Bryant, Jo Ann	39	42	London, Barbara E.	85	54
Cantrell, Phyllis	88	54	London, Terry L.	85	54
Cantrell, Sandy	88	54	Long, Kathy	34	41
Chalow, Merle	92	55	Lynam, Nancy	79	52
Chandler, Virginia W.	19	37	MacPherson, Beatrice Edgerly	9	35
Clark, Mary E.	29	40	Mallary, Pauline	35	41
Collier, Patricia	2	33	Markham, Jacquelyn R.	7	34
Connolly, Nell	64	48	Markham, Linda C.	7	34
Crane, Margaret	57	47	May, Marion W.	42	43
Cranford, Geneva Mae	14	36	Melick, Arabella F.	68	49
Cronan, Selma	25	39	Miles, Lois	22	38
Curran, Betty Burke	4	33	Miller, Betty	61	48
Davis, Alice Vernor	30	40	Misener, Lorene E.	72	50
Del Giorno, Mary Kay	58	47	Mitchell, Marge	34	41
Del Giorno, Velma	58	47	Montero, Louise	54	46
Dickson, Marilyn L.	16	36	Murray, Joan	92	55
Diemand, Deborah	51	45	Myers, Francis M.	68	49
Diemand, Nancy M.	51	45	McCarty, Lorraine C.	41	43
Dittmar, Florence	86	54	McCreery, Ardath	8	34
Dodson, Charlotte	44	43	McCullough, Ellie	75	51
Drucker, Lucy Jane	20	37	McElhatton, Jeanne	84	53
Duncan, Polly	45	44	McEwen, Pat	28	39
Dunn, Carole	3	33	McGuire, Emma	3	33
Echols, Eleanor	79	52	McKay, Sammy	17	37
Elmore, Kathleen	78	52	McKendrick, Hazel H.	60	47
Etheridge, Dot	47	44	McLeish, Jeanne Warner	10	35
Ferguson, Janet	43	43	Nichols, Ann L.	38	42
Foster, Betty	54	46	Nielsen, Marguerite Fay	60	47
Gahagan, Katharine	26	39	Nielson, Maxine	71	50
Gammell, Jan Vawter	15	36	Nisbet, Kathryn G.	52	45
Gibbs, Janet R.	48	44	Noah, Mary Ann	18	37
Gillies, Betty H.	12	35	Norton, Marilyn	89	55
Ginn, Rita	20	37	O'Donnell, June	63	48
Gladney, Patricia	84	53	Oliver, Beth	24	38
Glasson, Pauline	8	34	Parker, Judith	86	54
Grant, Valerie J.	56	46	Payton, Sophia M.	35	41
Greinke, Helen	77	52	Pearson, Mary	64	48
Henry, Betty Lou	39	42	Pennock, Tig	46	44
Higgins, Leah	40	42	Petty, Jackie	74	51
Hinn, Ardell	65	49	Phipps, Esther L.	90	55
Hyde, Louise	61	48	Rackleff, Evelyn	33	41
Immele, Judith Ann	24	38	Rainwater, Virginia A.	77	52
Jenison, Barbara	73	51	Reed, Betty Jo	10	35
Jenkins, Dorothy	9	35	Reynolds, Jean P.	30	40
Johnson, Valera G.	13	36	Richardson, Gini S.	37	42
Jones, Caroline N.	48	44	Ringenberg, Margaret	21	38

Name	Tar. No.	Page No.	Name	Tar. No.	Page No.
Ringenberg, Marsha	21	38	Tharpe, Clara C.	66	49
Roberts, Alice	55	46	Trindle, Ellen R.	83	53
Sage, Kathleen K.	53	46	Van Buskirk, Betty M.	4	33
Sanders, Dottie	55	46	Vial, Mary B.	49	45
Scott, Sheila	44	43	Wagner, Judy G.	32	40
Schmidt, Eula Lee	73	51	Warner, Frances	15	36
Schutte, Audrey M.	82	53	Warren, Dorothy	76	51
Seidl, Mary Frances	1	33	Wegener, Virginia	89	55
Shanfield, Myrna	70	50	Wells, Sally	71	50
Shirley, Donna Lee	28	39	Westerlund, Donna	40	42
Shropshire, Helen	14	36	Wikander, Ruth E.	78	52
Shumway, Mary R.	50	45	Willard, Donna Jean	42	43
Sigafoose, Hazel Lorene	27	39	Willis, Barbara R.	6	34
Simpson, Maretta	17	37	Wilson, Priscilla	62	48
Smith, Bette D.	87	54	Wimmers, Jessie	59	47
Smith, Dorothy J.	53	46	Wirtschafter, Irene N.	67	49
Steadman, Bernice T.	29	40	Wise, Nancy	76	51
Stouffer, Pat	87	54	Wolf, Connie	67	49
Strassburg, Wanda	80	52	Wood, Mary Belle	16	36
Svenson, Elizabeth F.	83	53	Worel, Anita Conley	63	48
Stype, Jo Ann	23	38	Wright, Peggy	18	37
Taksel, Ruth K.	13	36			

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Paul Edward Garber

" - - - How You Played the Game"

I have always felt a kinship with persons who want to fly, who have a determination to achieve their goal, expanding their lives into that glorious realm known to fliers, where mundane things are left behind and below, and a new world of freedom and beauty is revealed in all of its loveliness. I am grateful that I have never lost

the thrill of the takeoff, the glory of the climb, and the delightful satisfaction of leveling off and looking around at widening horizons.

When Kay Brick and Barbara Evans asked me to write this page, I said "Yes" before I thought of what I should write, but as I hunted for ideas, while thumbing through the series of 99's Newsletters and your former Programs, I saw pretty girls smiling at me from page after page, and I said to myself, "These girls look happy, they certainly look as though they love to fly." So that's how I got started on my first paragraph.

Then, I thought I'd walk over to our Air and Space Building and see how your improved Trophy looks. It's back in its case on exhibition and I'm so very pleased to see it where it belongs. There have been umpteen of you girls phoning me or coming to the Museum and asking me where it is.

Well, I repeat, it's again on display, and is even more impressive than before. Previously the front plate on which the names of winners were inscribed, had become filled with names of winners. What to do? Kay and

Barbara and your other officers authorized me to add plates for more names. So, I designed a larger walnut base which accommodates three more plates. Meanwhile Kay informed me that the names of the first three winners—1947—Carolyn West; 1948—Frances Nolde; and 1949—Lauretta B. Foy—had been omitted because the Trophy originated in 1950 and the list started with the winner for that year—Jean Carolyn Parker. So, we decided to make a replacement for the vertical front plate starting with the original first winner at the top. The other names follow in order, and are continued on one of the new horizontal plates. The space on these plates will accommodate the winners through the next twenty years. After that we will add a walnut panel to the back and thereon we can credit probably another hundred winners. By that time in the year 2086, you will probably have a new Trophy, awarded perhaps for your flights to the stars and abbreviated as AWAA, for "All Women Are Angels."

By that time, and I hope long before that, the National Air Museum will have its new building. As those who have been here know, our present exhibition space is limited to a few locations in the old Arts and Industries Building, erected in 1879, and an old World War I hangar, originally assembled in 1917. That's where your Trophy is; it really looks quite impressive despite being in a so-called "temporary" building. Here in Washington, nothing is so permanent as a temporary building. We've kept ours in service by teaching the termites to hold hands. We've been trying to get a new building ever since the National Air Museum was established as a separate Bureau of the Smithsonian Institution in 1946.

Artist's rendition of proposed new National Air Museum



We've had need for an adequate building for many years and have prepared some impressive architectural studies. The drawing herewith shows the current project. It has been approved by a number of cognizant agencies but as I write this, toward the end of May, the Senate has not yet had its hearings on the Bill for Authorization. Congress has given us the land for it, on the Mall in Washington, about midway between the Capitol and Washington Monument—a beautiful and convenient location. So all you Lady Birds please keep your fingers crossed so that your Trophy, and the thousands of other wonderful specimens here can obtain a much-needed new home.

The mention of your Trophy brings me back to the title of this piece that I'm writing. The National Air Museum houses many famous trophies. They remain here for 364 days of the year, are removed for the next presentation, and then returned to be placed again on exhibition. These trophies include the Robert J. Collier, Thompson, Harmon, Wright Brothers Memorial, Frank G. Brewer, the American Helicopter Society's Klemin, Feinberg, and Heueter awards, the Ellyson Plaque named for the Navy's first aviator, and others including an impressive group won by Jacqueline Cochrane, and a trophy that was to have been given to Amelia Earhart upon completion of her world flight. It is displayed among the many awards she did receive. Some of the other trophies, such as the Curtiss Marine, Pulitzer, and the Gordon Bennett are no longer in active competition but all of them have wonderful histories. The names of the winners of all of these trophies are recorded. As I see them during my comings and goings in the Museum, I personally remember many of the competitions and names of the winners, but right now I'm thinking of those who didn't win, and yet put forth great efforts, hoping to be successful. Trophies honor the person who comes in first; that is good and as it should be, but of far greater importance are the vast activity and diligent efforts extending back to the lowliest one of those who tried. The wish to do, the drive to succeed, the effort made in striving toward the goal, accomplished far more good of a permanent, tangible, worthwhile, soul-filling nature than was realized in the congratulatory hand shake and hand clapping accorded to the winner. The wide extent of effort is, I feel, the real value of awards. One person takes the bow, but every other person who was in there trying, shares in the glory, including the girl who didn't even fly the ship but who did her helpful part, even though it was only to give a happy-landings pat on the empennage. She was part of the team.

I knew I had heard something somewhere that fitted my thoughts, and at last I found it again in the words of Grantland Rice, the sports writer. "When the One Great Scorer comes to write against your name, he marks, not how you won or lost, but how you played the game." So, as I look at your Trophy, and as I look at your smiling faces in these Newsletters and programs, I say to each of you—"Well done."

PAUL EDWARD GARBER



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

KAY A. BRICK, Chairman, is serving her 16th year on the Board, her fifth as chairman. Kay has raced in 5 TARs, holds a commercial license SMEL and instructor ratings and 5000 hours. She was a WASP Squadron Commander in WWII and has



served on the NAA Air Race Committee. 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 25 years and is a past International President.

MARIAN BANKS, Vice Chairman and Route Director, is serving her seventh year on the Board. She is flying in her tenth TAR and is Trail Blazing portions of the 1966 race route. She has a commercial license SMEL, ground instructor and instrument ratings, and 1300 pilot hours. She has a B.S. in accounting from San Diego State College.



RUBY KEAVENY, serving her first year on the Board, is West Coast Representative. She has flown eight TARs and holds a commercial license. She has served as secretary, vice chairman and chairman of the San Diego Chapter of the 99s, and on the nominating committee of the Southwest Section. She was Chairman of the race start in 1961 and she assisted with the route survey this year.

LOIS FAIRBANK, Secretary, is serving her third year on the Board and is handling the promotion aspects. She has a commercial license. Lois has served as Chairman and Governor of the 99s, N.Y.-N.J. Section, and in 1962 chairmanned the 99s International Convention held in Princeton, N.J. She received her B.A. in Education from N.Y. University. She has been a 99 for 25 years.



BARBARA EVANS, Treasurer, is serving her fifth year on the Board. In 1961 and 1964 she was part of the Route Survey team and has been a terminus chairman. She has been a 99 for 16 years and has served in the capacities of N.Y.-N.J. Section Governor, International Treasurer and Secretary and a member of the Executive Board. She attended Northwest Christian College in Oregon. Barbara has edited the official race program for four years.

ALICE HAMMOND, serving her fifth year on the Board, has been a 99 for 34 years, is a past International President and is now Permanent Trustee of the Amelia Earhart Scholarship Fund. She was a C.A.P. Lt. Col. in WWII. Alice attended Wesley College and received her B.A. from U. of Michigan and is currently a member of the F.A.A. Women's Advisory Committee on Aviation. She has flown 12 TARs and Trail Blazed portions of this race.



THERESA VASQUES is serving her seventh year on the Board in charge of Handicapping. She has flown four TARs. She has been a Senior Research Engineer with the Electronics Division of General Dynamics since 1955. She holds a Commercial license with SMEL and Instrument ratings and 1200 hours. She obtained her B.A. from Hunter College, her M.A. in math from Columbia and did graduate work in aeronautics. She has been Chairman of the San Diego Chapter 99s.

PRISCILLA WILSON is serving her second year on the Board. She has a commercial license, SELS and is an Aeronautical Engineer. She has served as NAA Judge and NAA Chief Timer. Pat is flying in her second TAR. She has been a 99 for 17 years and is a past Chairman of the Greater N.Y. Chapter. Pat is the Board member responsible for timing.



MARIAN ANDREWS LOPEZ is serving her second year on the Board. She has been a 99 for 12 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 11 years, the First Day Cover for AE Commemorative Stamp and the 20th Anniversary cachet. In 1965 she was assigned by the Navy to do paintings of the Blue Angels. Marian received her B.S. in Education from Mass. College of Art.

Western Washington Chapter of the Ninety-Nines

HUMBLE
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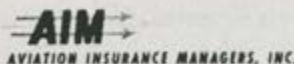
Yellow Transfer Co., Tampa

Rudy's Airport/Chalow



Test Pilots: Jack London, John Mullin

The Muter Company



Santa Barbara Aviation, Galeta, Calif.

Pacific Mooney, Long Beach, Calif.



Helio Courier, Galeta, Calif.

AIR FACTS

Beechcraft

Seattle Unit Airplane Owners and Pilots Association
Jeppesen & CO.

U.S. Weather Bureau

Glenn Buffington

U. S. Coast & Geodetic Survey

INSTRUMENT FLIGHT RESEARCH CORPORATION, INC.



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AVIATION

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Norman Larson Co., Van Nuys, Calif.

The Board of Directors of The All-Women Transcontinental Air Race wishes to thank the above for the help they have given. Without their loyal support and financial assistance, this race would not be possible. When you are buying products, please remember to patronize these friends who have contributed to the race.

*What Is The Ninety-Nines, Inc.?
What Is The Purpose?
Why Be A Ninety-Nine?*



Alice Roberts
Ninety-Nines President

Questions such as these are not unusual, but the Ninety-Nines, Inc. is unusual. It is the only organization of its kind in the world.

The Ninety-Nines, Inc., which derived its name from the number of Charter Members, is an organization of licensed women pilots. It is truly 'International' as we have membership of 2700 women, representing 23 different countries.

The purpose of the organization, which was founded by Amelia Earhart, November, 1929, is to provide a close relationship among women pilots and to unite them in any movement that may be for their benefit or for that of aviation in general.

We have established the Amelia Earhart Scholarship Trust Fund which enables our members to upgrade their flying proficiencies. This award has been given annually since 1941.

Why be a Ninety-Nine? The first sentence of our purpose answers the question . . . to provide a close relationship among women pilots. This common interest manifests itself in the activities of the organization. Aside from upgrading our flying skills, we sponsor Air Marking Programs, work with Air Space Education, Wing Scout activities and sponsor local flying contests.

We endorse the All-Woman Transcontinental Air Race, popularly known as The Powder Puff Derby. This race is the largest, continuing race of its kind celebrating this year, its 20th anniversary.

So to ask once more, Why be a Ninety-Nine . . . simply for the sheer enjoyment of flying and the sharing of that enjoyment.



AWTAR Thanks

the following Ninety-Nine Chapters and Sections for their contributions to the 1966 race:

Alaska	*Greater New York	San Antonio
*All Ohio	Greater St. Louis	San Diego
Bakersfield	High Sky	*San Fernando
*Bay Cities	Houston	*San Gabriel
Cape Girardeau	Idaho	San Joaquin Valley
Carolina's	*Indiana	Santa Barbara
*Central Illinois	Iowa	Shreveport
*Chicago	*Kansas	South Dakota
Colorado	Maryland	South Oregon
Connecticut	*Memphis	*Tip of Texas
Eastern Idaho	*Michigan	Top of Texas
Eastern New England	Missouri Valley	Tulsa
*Eastern Pa.	*Montana	*Washington, D. C.
*East Washington	Oklahoma	Wisconsin
El Cajon	Ozark	British Section
Far West	Phoenix	Middle East Section
Fresno	Puget Sound	North Central Section
Georgia	*Redwood Empire	Southeast Section
Greater Kansas City	Sacramento	

* Denotes chapter and individual contributions

Also our thanks to the individual members of the following chapters who contributed.

Albuquerque	Las Vegas	Orange County
Coachella Valley	Long Beach	Oregon
Dallas	Members-at-large	Rockford
El Paso	Northern New England	West Washington



Do You Know . . .

LOVE LETTERS — with checks have kept
the Powder Puff Derby flying.

We all thank

Lorraine McCarty
99—AWTAR Ways and Means Chairman

Official Timers and Judges

Judge/Chief NAA Timer Terminus
ATR SMELS ROTOCRAFT
Previous Timer and Inspector

Private 850 hrs.
Flown TAR & IAR



JAN WARRICK
Alabama



EVELYN BRYAN JOHNSON
Tennessee

Private 300 hrs.
Flown 2 AWNEARS
Previous Timer



LOIS L. WARTMAN
Rhode Island

Com'l. SMEL
Flown 4 TARs



HELEN SAILER
Illinois



POWDER PUFF DERBY

JUL 3 7:39 PM '66

Impound & Insp. Chairman
1959 TAR
Flown TAR



JEAN CARBON
Washington

Private License
School Teacher
NAA Timer 1965



EDNA DAVIS
Tennessee

LADY McREYNOLDS
Tennessee



Private License
Owns Cherokee 150

MARY SAWYER
Mississippi



Private 250 hrs.
Flew/TAR
Timer/TAR



LOUISE SMITH
Chief NAA Judge

Com'l. & Instr. Ratings
Past 99 Pres.
Flown TARs

HELEN MENNITTO
NAA Judge



Com'l. SMELS
Flight Instructor
Flown IAR

These timers and all stop timers are official NAA representatives and are responsible to NAA for the accurate recording of times off at the start of the race and times over the fly-by and finish lines. The judges are also responsible to NAA and have complete and final say on any questions of disqualification. For the fourteenth consecutive year Simplex clocks are used throughout the race.



Chairman—Start
Ruth Reinhold, Arizona
Commercial with SMEL
Instructor & Instrument
ratings, 11,500 hours.



Carol Bugay, Fresno, Cal.
Private License
300 hours
Flies own Cessna 175



Gene Stewart, Wash.
Private License
200 hours
Is building own plane



Fran Johnson, Las Vegas
Commercial License
500 hours
Flies own Cessna 180



Louciel Freeman, Fresno, Cal.
Private License
400 hours
Certificate of Proficiency
Aircraft Maintenance Mechanic
Flies own Navion



Hazel Dwiggins, Wash. D.C.
Private License
Worked in Operations for
1960 & 1962 Terminus

INSPECTORS

Chairman—Terminus
Louise Thaden, Mo. Carolina
Bendix Trophy Winner
Charter Member 99's



HAM RADIO AMATEUR NETWORK

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Chairman
Ray A. Stekly W7 GRM

Pendleton, Ore.
Chairman
James Bostwick W7 FPT

Boise, Idaho
Chairman
Bessie Wittell W7 CRE
Gem State Amateur Radio Club

Pocatello, Idaho
Chairman
Helen Maillet W7 GGV
Pocatello Amateur Radio Club

Rock Springs, Wyo.
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Heber G. Brown (Grant) W7 PJX

Cheyenne, Wyo.
Chairman
Beth Selman K7 YGV
Frontier Amateur Radio Club

Kearney, Neb.
Chairman
Glen Byars W0 BNF



Mrs. Carolyn Currens, W3 GTC, is chairman of the "Ham" Radio Net for the ninth year. This is the 15th 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.

Kansas City, Kansas
Chairman
Cecil Oesch K0 OXK
Jayhawk Amateur Radio Club

Cape Girardeau, Mo.
Co-Chairmen
Ronald Hale K0 QGU
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Frye Amateur Radio Club

Augusta, Ga.
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Jack Garrison WA4 WQU
Amateur Radio Club of Augusta, Inc.

Lake City, Fla.
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Dr. Paul Snyder W4 IWC
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Chairman
Herbert Tuell W4 IRA
Florida Side Banders Assoc.



Dr. Durwood L. Kirk W4 RMT



Bessie Wittell W7 CRE



Herbert Tuell W4 IRA



Beth Selman K7 YGV

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Sunset Empire of Oregon Coast Area Merchants
Gearhart Motor Inn, Gearhart, Oregon



88 Dymo Industries, Emeryville, Calif.



16 Sexton Printing Co., Inc., Kansas City, Missouri

Sponsors



#51 Luden's Inc., Reading, Pa.



#53 Smith Welding & Engineering Co., Indianapolis, Ind.



#22 Bathe 'N Glow by Trylon Products Corp., Chicago, Ill.



#14 Salinas Engine Works, Farmers Mercantile Co., Salinas, Calif. Monterey Insurance Agencies, Monterey Peninsula Airmen's Association, Monterey Aircraft Refinishing, Kent Mitchell Insurance Agency, Monterey, Calif.



#47 DeltAero, Inc., Greenville, Mississippi



#48 Concord Airpark, Painesville, Ohio Gibbs Construction, Painesville, Ohio

Sponsors



#49 Sky-Ox Division of Dye Oxygen Co., Phoenix, Ariz.
Phoenix Beauty Supply, Inc., Phoenix, Ariz.



#59 Anderson Aviation, Phoenix, Ariz.



#56 Rock City Gardens, Lookout Mountain, Tennessee



#67 City of Atlantic City, Atlantic City, N.J.



#65 Air Trails, Inc., Salinas, Calif.



#66 Systems Research Labs, Inc., Dayton, Ohio
Elano Corporation, Xenia, Ohio
Indiana Aviation Corp., Indianapolis, Ind.

Sponsors



#23 Rubbermaid, Inc., Wooster, Ohio



#89 Ginny's Flying School, The Jack Wegener Company



#15 Kensair, Inc., Denver, Colo.
Radair, Inc., Littleton, Colo.



#75 Mac-Aire Aviation Corp., Islip, N.Y.



#71 Cedar Flying Service, Cedar City, Utah



Thanks to Flying Tigers

TAKE OFF CITY OF SEATTLE

A well-known world traveler once said that Stockholm, Sweden, was the most beautiful city in Europe; Seattle, Washington, the most beautiful in America. We believe this is true. Many "pretty" cities have their particular points of attractiveness, but none has such a complete variety of natural beauty within its city limits. Here is a city rising from a large sprawling forest, touching 200 miles of fresh and salt water. Here is a labyrinth of lakes, bays, canals, bridges, green parks, beaches, yacht basins and rolling hills. And adding even more to Seattle's beauty are towering peaks and mountains which encircle the city. To the west are the Olympics; to the north and east are the Cascades and rugged Mt. Baker; and to the south Mt. Rainier. All this and more, make Seattle the nation's most beautiful city.

Thanks To:

Dave Cohn, Barb Enterprises
Seattle Unit Aircraft Owners & Pilots Association
(Co-sponsors)
Jim Galvin, Galvin Flying Service
Boeing Field Manager, Bob Ford, and all his crew
Wash. Aircraft, Collins, Quackenbush, Aero Boeing,
& Vance Airways
F.A.A. (Weather, Tower, Flight Service, Air Traffic
Control, etc.)
Washington Pilots (Seattle Chapter & State)
Art Bell (Texaco dealer- Boeing Field)
Washington Aviation Association
A.C. Spark Plug & Pacific Airmotive
Skyroom Restaurant, Boeing Field
William F. Niemi & Co.

Metropolitan Press
Health Printers
Security Press
Shell Oil Co.
Standard Oil Co.
Texaco Oil Co.

AIRLINES:

United, West Coast, Flying Tiger, Pacific Northern
and Pan American
Boeing Aircraft Co.
Pacific Northwest Bell
Potlatch Barbecue, Bellevue
Auto Leasing, Burien Mercury
University Chevrolet, and Southgate Ford
Civil Air Patrol, & Wing Scout Troop No. 1241
Sheriff's Air Squadron
Alan Renn

AWTAR START COMMITTEE Pictured from left to right are: Mrs. Eugene Appel, Mrs. James Andrews, Mrs. Robert Morton, Mrs. Al McGee, Mrs. Gordon Adderson, Miss Marian Owen, Mrs. Harland Stewart, Mrs. Amelia Carter, and Mrs. Tom Davis. Committee members not pictured are: Mrs. Leslie Potter, Mrs. Dave Kellogg, Mrs. Larry Givens, Mrs. Lothrop Lawrence, and Mrs. Raymond Harding.

(Picture in background is Boeing Field)

SEATTLE UNIT—A.O.P.A.

(Co-Sponsors)

Left to Right: C. Don Filer, Fred Brees, Al Knechtel, Gene Richards, Frank Sutherlin, Wally Smith, Les Potter, Art Kamm.

RACE START AND NINETY-NINE CONVENTION

- June 25—Sat. All Day* Impound and inspection of race aircraft
Transportation to Seattle Center available via Monorail
- June 26—Sun. All Day* Impound and inspection of race aircraft
Tour of Mt. Rainier available (leaves early A.M.)
Afternoon Free for sightseeing (Seattle Center, Waterfront, Ye Olde Curiosity Shop, Trident Imports, Harbor Tours, etc.)
- June 27—Mon. All Day* Impound and inspection of race aircraft
Boat trip to Victoria, B.C. (leaves 8:00 A.M.—time to shop in Victoria, return about 9:00 P.M.)
Boeing tour available (leaves hotel 1:15, returns 3:15)
Evening No Host dinner Polynesian Restaurant, Pier 51
- June 28—Tues. All Day* Deadline for impound of race aircraft, 1700 PST, Inspection Convention registration
Morning Executive Committee meeting (Pres. Suite)
7:00 PM AC Spark Plug & Pacific Airmotive Corp. (Welcome Cocktail Party)
- June 29—Wed. All Day* Inspection of race aircraft
Convention registration
9:00 AM Chairman's coffee (Pacific Evergreen Room)
12:00 Governor's Luncheon (Seattle Room) Sponsored by Skyroom Restaurant, Boeing Field
4:30 Leave Hotel for Pier and boat trip to Salmon dinner at Indian Village on Blake Island
- June 30—Thurs. All Day* Inspection of Race Aircraft
9:00 AM Convention Meeting (Olympic Bowl)
12:15 Convention Luncheon (Georgian Room) Scholarship Awards
1:30 Resume Convention Meeting
7:00 Cocktails (Spanish Ballroom)
8:00 Convention and Race Start Banquet (Grand Ballroom)
- July 1—Fri. 11:00 AM* Continental and Lycoming engine class (Colonial & Rex Rooms) (Open to everyone)
1:15 Boeing Renton tour available
2:00 Pilot's briefing (Olympic Bowl)
- July 2—Sat. 6:30 AM* AWTAR Take-off Breakfast (Georgian Room)
7:30 Leave hotel for Boeing Field via bus
9:00 AWTAR take-off. Air Show following race start
- July 3—Sun. Morning* Transportation to Boeing Field



The Route

This 2,765 mile route is a fitting one for our 20th Anniversary classic, challenging the pilots as did the urge to explore this great land challenge our pioneer forebears. The unmatched beauty of America will begin to unfold as the fast climb-outs after take-off bring 14,410 foot white-capped Mt. Ranier nearer. The planes will head for PENDLETON, in Oregon prolific with its fertile soils, vast forests, mountains and streams; onward to BOISE and POCATELLO in spectacular Idaho, half covered with massive mountains. Racers will grace 12,655 foot Mt. Borah, flash over Sun Valley, winter sports paradise, over Craters of the Moon National Monument, a weird wasteland of volcanic dunes and black lava. Jeweled lakes, waterfalls and hot springs lie below as they approach ROCK SPRINGS and CHEYENNE, Wyoming. This is Big Sky and Cowboy country including Ft. Laramie, the site of the famous stop-over for the Pony Express and Overland Stage on the old Oregon Trail. Historic memories of Custer's last stand jog the mind as the planes head toward the tawny Nebraska prairies and KEARNEY. Racers can turn off the oxygen and descend somewhat if winds are favorable, glimpsing North Platte, home of Buffalo Bill, thence into busy KANSAS CITY, Kan., a repeat stop as are CAPE GIRARDEAU, Mo., "Beacon City of Roses" on the Mississippi River, and picturesque CHATTANOOGA, Tenn., last year's terminus point. Racers will then bend low over Georgia pines preceding landing at AUGUSTA, the only MUST stop on the route. It will prove a joy to them to find a motel, pool and two restaurants on Bush Field.

Left: Laulette Hansen
Right: Lygie Hagan



The final dash for the finish will lead them over the extensive Okefenokee Swamp into LAKE CITY, Fla. an intermediary haven from summer thunderstorms which may block the path to the finish line off CLEAR-WATER BEACH.

These eleven en route stops have been officially designated as refueling and overnight stops and will be equipped with Simplex Time Stamps so that after the fly-by of the timing line, time will not be counted in the final scoring until the wheels lift off the runway on take-off.

PENDLETON AIRPORT, Pendleton, Oregon. The municipal airport is the first designated stop on the route. It is 1493 feet above sea level and has four runways, the longest, 6296 feet. The field has 24 hour tower and weather information.

September of each year, the city is host to the famed Pendleton Round-Up. It is the hub of agriculture, cattle and lumber empires and is located on "The Old Oregon Trail". The Umatilla Indian Reservation of the colorful Cayuse tribe and the Columbia River are landmarks of the region.

The Ninety-Nines Stop Chairman is Bobbie Hays, official NAA timers, Lygie Hagan and Laulette Hansen, Supervising FAA Inspector, Wilson Gillis.

BOISE AIR TERMINAL, Boise, the "City Of Trees" is the Capitol City of Idaho. The area is widely known by pilots for its many beautiful BACK COUNTRY airports, where fishing and hunting are abundant for tourists and local pilots.

The Airport has an altitude of 2,858 ft. It has two runways with the longest 9,000 ft. The airport has tower and weather information.

The Ninety Nines Stop Chairman is Fern Lake assisted by Jaque Batt. The Airport Manager is Don A. Duvall. The FAA Supervising Inspector is George Schwab assisted by Russ Fishback. The official NAA timers are Juanita Newell and Melba Beard.

PENDLETON MUNICIPAL AIRPORT

Left to Right:
Hilda Elliott, Fern Lake,
Linda Jurva



BOISE AIR TERMINAL

Left to Right:
Onita Hoff, Arlene Bailey,
Diane Jex, Mary Kilbourne,
Virginia Finkelnburg

POCATELLO MUNICIPAL AIRPORT is located about nine miles west of the City of Pocatello and adjacent to the Union Pacific Railroad and US Highway 30 and the proposed interstate system. This tract of land is in the drainage basin of the Snake River on that section of the Fort Hall Indian Reservation known as Michaud Flats. It is in a semi-arid region with an average rainfall of about 13 inches a year. The airport proper consists of North-South Runway, East-West Runway, and Northeast-Southwest Runway, each being approximately 8250 feet in length and 300 feet in width.

The Ninety-Nine Stop Chairman is Mary Kilbourne, assisted by Virginia Finkelnburg. Airport Manager is Merle Wilhelm and the FAA Supervisor is George J. Schwab. Official NAA timers are Margaret Gerhardt and Helen Kelton.

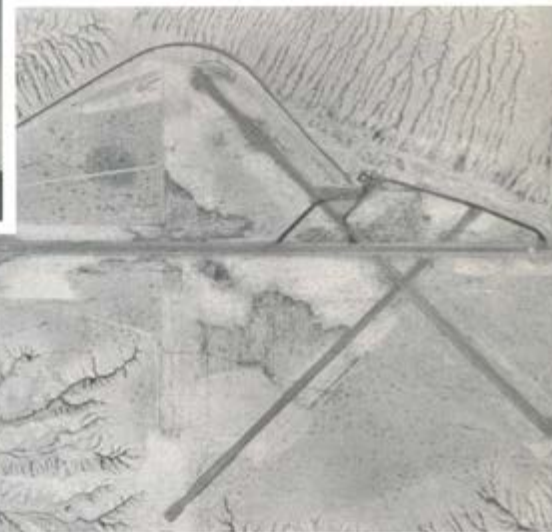


POCATELLO MUNICIPAL AIRPORT

Right: Jane D. Andreason

ROCK SPRINGS MUNICIPAL AIRPORT is in Rock Springs, Wyoming, 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. It also serves as an outlet for one of the largest gas and oil producing areas in the nation and is becoming the trona capital of the world. Livestock, both sheep and cattle, rank high in the industrial picture and farming is growing in importance. In addition it serves as the Southwestern Wyoming gateway to Yellowstone and Grand Teton National Parks.

Ninety-Nine Stop Chairman is Alberta Nicholson, assisted by Lucille Christopherson. Airport Manager is Frank P. Garnick, FAA Supervisor Louis P. Monger. The official NAA timers are Jane Andreason and Lyle Beckstrand.



ROCK SPRINGS MUNICIPAL AIRPORT

*Left: Minnie Boyd
Right: Elsie Childs*

CHEYENNE MUNICIPAL AIRPORT, Cheyenne, Wyoming. Located in the Southeastern corner of the state, Cheyenne is the Capital City. The Airport, one of the oldest in the United States, has an elevation of 6156 feet, with three runways, the longest being 9,300 ft. All navigational aids as well as complete services are available.

The Ninety-Nine Stop Chairman is Gwen Craven; the Airport Manager, V. M. "Todd" Nelson; and the FAA Supervising Inspector is Norman V. Hendy. Official NAA timers are Elsie F. Childs and Minnie Boyd.



CHEYENNE MUNICIPAL AIRPORT



Left: Verdayne Menze
Right: Leah Snart
Top: Marion Larmon
Bottom: Jan Heins

KEARNEY MUNICIPAL AIRPORT, Kearney, Nebraska, is four miles east of the city. It has a field elevation of 2,130 ft. It has three runways, the longest—7,225 ft., with wide taxi-ways and huge ramps for parking and refueling.

Kearney is sometimes known as the "Midway City", due to the striking feature that it is geographically located exactly halfway between the Atlantic and Pacific Oceans. It is also the site of old Fort Kearney on the Oregon Trail.

The city is in the center of the rich, irrigated Platte Valley; the home of the Kearney State College; and the site of many industries.

The Kearney Stop Chairman is Leah Snart, a Nebraska 99. The Airport Manager is Paul Mahood, FAA Supervisor Melvin O. Wood. The official NAA timers are Verdayne Menze and Jan Heins.



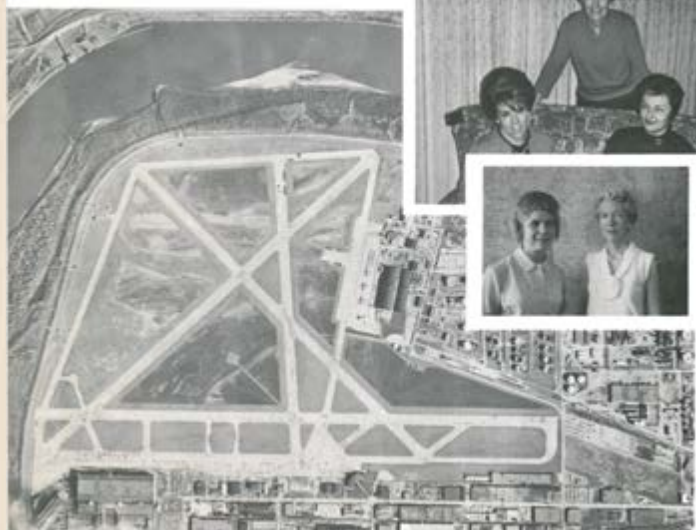
KEARNEY MUNICIPAL AIRPORT



Left to right: Colene Gordon,
Aleah Combs, Joy Morrison.
Below—Sarah Gorelick, Marjorie Farrell

FAIRFAX MUNICIPAL AIRPORT, Kansas City, is recognized as the "Preferred Port" for General Aviation in the metropolitan Kansas City area. It is only five minutes from downtown Kansas City, Kansas. The airport elevation is 746 feet. Four runways, taxiways, ramps and aprons are paved. Complete service facilities are available.

The Ninety-Nine Stop Chairman is Coleen Gordon, the airport manager B. G. McDonald, and FAA Coordinator Bernard A. Geier. Official NAA Timers, Sarah Gorelick and Marjory Farrell.



FAIRFAX MUNICIPAL AIRPORT



Left to Right:
Nadine Heuer, Alice Godwin,
Lois Feigenbaum

CAPE GIRARDEAU MUNICIPAL AIRPORT, known as Missouri's "Third Busiest Airport", is located 5.5 miles south of the city and 1.5 miles west of the Mississippi River. This fast growing, progressive Southeast Missouri City boasts the most complete one-stop service between St. Louis and Memphis, Tennessee and is preparing to meet the jet-age by adding a 6,500 foot cross runway. Construction will begin July, 1966. A TVOR is located on the airport, west of the present 4,000 foot single runway system. The airport is operated and managed by Cape Central Airways, Inc., who conveniently shares the attractive terminal building with Ozark Airlines, Wimpy's Skyway Restaurant and the FAA Flight Service Station.

Cape Girardeau, "The City of Roses" is known for its beautiful rose gardens and for its history of pioneering river, rail, highway and more recently, air transportation.

The Ninety-Nines Co-ordinator is Nadine Heuer. John E. Godwin, Jr., is President and Co-manager of Cape Central Airways. FAA Supervisor is Thomas S. Murphy, and official NAA timers are Alice Godwin and Mildred Limbaugh.



CAPE GIRARDEAU MUNICIPAL AIRPORT

Left to Right:

1st Row: Edna Davis, Ruth Thomas, Irene Flewellen, Bee Reid

2nd Row: Evelyn Johnson, Dorothy Patten, Lady McReynolds, Sarah Duke

LOVELL FIELD, CHATTANOOGA, Tennessee. A City of 280,000 and Scenic and Industrial Center of the South. The elevation of the field is 681' with two runways . . . the longest being 6280' and 150' wide. Lovell Field is located approximately 8 miles east of the City. The airport manager is W. E. Eckenrod, Jr.

The stop is being manned by the Tennessee Chapter of Ninety-Nines. Irene Flewellen, Chairman of Stop. Official NAA timers: Bee McWane Reid and Dorothy S. Patten.



LOVELL FIELD, CHATTANOOGA

Left to Right:

Dr. Jean Voyles, J. Hampton Manning, Dolores Lowe

Insert: Carolyn Kennedy

BUSH FIELD, AUGUSTA, Georgia—Located 9 miles south of the City, at an elevation of 145' above sea level. There are 2 runways, the longest being 8000'. The field also has a tower and weather bureau. The Airport is located at the terminus of the famous Tobacco Road, which originally ran through the property and ended at the Savannah River on the east side of the Airport.

Augusta, Georgia is the center of the Augusta Metropolitan Area with a population of over 250,000. Augusta was founded in 1735 and located at the head of a navigable part of the Savannah River. The river is still used as an important transportation system. Augusta is the Golf Capitol of the world and the home of the famed Masters Tournament and the Women's Titleholders Tournament.

Ninety-Nine Stop Chairman is Carolyn Kennedy, assisted by Carol Lowery. Airport Manager is J. Hampton Manning, Jr., FAA Supervisor, L. J. Mercure. NAA official timers are Jean Voyles and Lois Lacy.



BUSH FIELD, AUGUSTA

Left to Right:

Esther Grupenhagen, Charlotte Corbin



LAKE CITY MUNICIPAL AIRPORT, Lake City, Florida, has four open runways, 6000' or longer. It is at an elevation of 202'. Gas facilities are on the south end of the field. Lake City is the northernmost airport in the Florida peninsula. It is situated in an area of rolling hills, numerous lakes and pine forests. The home of the Florida Forest Rangers' School and Lake City Junior College, they wait to welcome you to the Sunny Southland with a cool glass of fresh Florida orange juice. The Ninety-Nine Stop Chairman is Esther Grupenhagen. Clinton Davis is airport manager and D. M. Hedstrom the FAA Supervisor. The official NAA timer is Charlotte Corbin.

LAKE CITY MUNICIPAL AIRPORT



CITY OF CLEARWATER

POST OFFICE BOX 1846
CLEARWATER, FLORIDA 33517

March 30, 1966

1966 Powder Puff Derby
All-Women Transcontinental
Air Race, Inc.

On behalf of Clearwater's Official Family I take great pleasure in extending its greetings to you on your visit to our city.

Clearwater is proud that you have once again chosen this area of Florida for the terminus of the Powder Puff Derby. This indeed will be a homecoming since the first Powder Puff Derby began in Palm Springs, California and terminated in Tampa, Florida.

We are particularly proud to have such a fine organization as the world's largest Air Race be a part of our thriving and beautiful community and are so pleased that we will have an opportunity to have you savor yourselves of our many facilities which include our world famous beaches.

We welcome you, the members of the 20th Annual Powder Puff Derby, to our City --- "Sparkling" Clearwater, Florida.

Sincerely yours,

Joe Turner
Joe Turner
Mayor-Commissioner

PROGRAM

July 5, Tuesday

Race Terminates Sundown, Big Pier 60, Clearwater Beach

8:00 p.m.—Beach Supper Party, Clearwater Beach

July 6, Wednesday

A.M.—Free Time

12:00 noon—Luncheon-Fashion Show, Courtesy of Maas Bros. Dept. Store, Jack Tar Hotel

4:30 p.m.—Pilots Meeting, Jack Tar Hotel

7:00 p.m.—Bar-B-Q. Cocktails, Dancing, Swimming
—Morningside Estates

July 7, Thursday

9:00 a.m.—Pilots Meeting (Alternate)

P.M.—Free Time

7 to 8 p.m.—Social Hour

8:15 p.m.—Awards Banquet, Guest Speaker: Louise Thaden, Jack Tar Hotel

OUR GRATEFUL THANKS TO:

Governor Haydon Burns for declaring July 2 through July 9 as "Women in Aviation Week" throughout the State of Florida.

Gene Allen Robinson—President of the Greater Clearwater Chamber of Commerce—Co-Sponsors with the Suncoast Chapter 99's.

Mayor Joe Turner—for proclaiming July 2 through July 9 as "Powder Puff Derby Week" in the Sparkling City of Clearwater.

Florida Development Commission

Pinellas County Commissioners

Clearwater City Commissioners

Bob Mickens—Co-Chairman of Powder Puff Derby Committee of Greater Clearwater Chamber of Commerce.

J. D. Seale—FAA Area Coordinator

Frank Wignall—Inspection Supervisor FAA

James Elam—Chief of Flight Service Station

Lawrence Dye—Chief of Tampa U. S. Weather Bureau

Robert Bickerstaff—Clearwater Airpark

Civil Air Patrol

Terminus Committee

Chairman	Norma Culler
Ass't. Inspection Chairman	Ethel Gibson
Operations	Marie Dillin
Impound	Thelma Dawson
Publicity	Jessie Corser
Registration & Accommodations	Betty McGraw
Social Events Awards Banquet	Dotty Birdsong
Transportation	Teddy Shafer
Program Sales	Inez Sauls



HANDICAP "PAR SPEEDS"

Note: To be eligible to race the airplane must have been manufactured on or after January 1, 1966. These handicaps apply only to specific airplanes, engine models and propeller stated below.

MANUFACTURER MODEL	HP	PAR (knots)	MANUFACTURER MODEL	HP	PAR (knots)
AERO COMMANDER			MOONEY		
200 (Myers)	260	165	Mark 20	150	133
200 D	285	174	Mark 21	180	142
BEECHCRAFT			Super 21	200	153
Bonanza H35	240	161	Master, fixed gear & prop	180	121
Bonanza J35 to M35	250	163	Master, fixed gear, constant speed prop	180	124
Bonanza N35 to Q35	260	165	PIPER		
Bonanza S35	285	170	Super Cub PA-18	150	107
Debonair 33	225	155	Tri-pacer PA-22	150	110
Debonair C33A	285	170	Tri-pacer PA-22	160	111
Travel Air	360	165	Cherokee PA-28 (4 seats)	150	117
Musketeer 23	160	120	Cherokee PA-28 (2 seats) 140	150	118
Musketeer 23 II	165	121	Cherokee PA-28	160	120
CESSNA			Cherokee PA-28	180	127
170	145	112	Cherokee PA-28 fixed prop	235	140
172 (prior to 1961)	145	110	Cherokee PA-28 fixed prop (6 seats)	250	139
172 (1961 to 1965)	145	113	Cherokee PA-28 constant speed prop	235	143
175 fixed pitch prop	175	121	Cherokee PA-28 constant speed prop (6 seats)	250	141
175 powermatic prop	175	124	Comanche PA-24	180	138
180	225	139	Comanche PA-24	250	154
180 (prior to 1961)	230	141	Comanche PA-24	260	162
180 (1961 to 1965)	230	142	Comanche	400	187
182 (up thru 1959)	230	136	Apache PA-23	300	139
182 (1960 to 1965)	230	137	Apache PA-23	320	142
205 (six seats)	260	143	Twin Comanche PA-30	320	169
206 (six seats)	285	149	HELIO COURIER		
210 (prior to 1962)	260	155	Mark II	250	131
210 (1962 and 1963)	260	153			
210	285	165			
DOWNER					
Bellanca Cruisemaster					
14-19-2	230	142			
Bellanca 260					
14-19-2	260	150			
Downer 260A (1965)	260	154			

Handicaps for fixed gear airplanes are for the airplane with speed fairings (wheel pants and/or strut cuffs). Airplanes racing without speed fairings, subtract 2 knots from handicap shown.

Auxiliary tanks must comply with supplemental type certificate data sheets. Bonanzas and Comanches with tip tanks, add 1 knot for aerodynamic effect of tips.

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 is approved only for take-off 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 N.A.A. and conducted under rules of the F.A.I.
Endorsed by The Ninety-Nines, Inc.

TWENTY TRANSCONTINENTAL SKY TRAILS

by Kay A. Brick—1966

On a pedestal in the Hall of Trophies in the National Air Museum, Smithsonian Institution, Washington, D.C. rests the Powder Puff Derby Trophy, symbol of women's continuing flight achievements over wind and weather in keen aerial competition.

The annual All-Woman Transcontinental Air Race, flown in early July, and best known by its trademark as the POWDER PUFF DERBY, is the longest and largest speed air race for women in the world. To be eligible to fly this air classic as first pilot, a woman must hold a commercial pilot's license or a private license plus an instrument and/or instructor rating . . . co-pilots minimum of a private license. Eligible aircraft, single and multi-engine, must lie between 145 horsepower and 400 horsepower, handicapped for fair competition.

A route is laid out between two cities which have bid for and won the start and terminus of the race in cooperation with their local Ninety-Nine Chapters. The Ninety-Nines, Inc., an International Organization of more than 2700 licensed women pilots founded in 1929 with Amelia Earhart its first President, endorses this race. Designated stops along the route permit racers to refuel, wait out weather which is not VFR (visual flight rules), and to RON (remain over night) since only sun-up to sundown flying is permitted. Qualified timers, approved by the National Aeronautic Association under whose sanction the race is run, clock the contestants in and out of designated airports so that time on the ground is not counted in the scoring. While the race is conducted under the Sporting Code of the world body, the Federation Aeronautic Internationale, the 9 women Board of Directors of the All-Woman Transcontinental Air Race, Inc. annually re-evaluate and revise the specific Rules under which the race is run.

With this 20th Anniversary race, the Derby has covered 3,382,746 race miles (more than 135 times around the world at the Equator) with 1,009 entries welcomed by 40 states and 122 different cities . . . El Paso, Texas as many as 8 times.

Harbinger of the now famous Powder Puff Derby was the first "race" in 1947 from Palm Springs, California to Tampa, Florida. The Florida Chapter of The Ninety-Nines, laden with eager post-war WASPS, created the Florida All-Woman Air Show and invited races to terminate in Tampa as part of the show. Further details failed to be disseminated but California Ninety-Nines rallied to the point of having two entries—Dianna. After great delay the "timers" waved the Ercoupe West with her little Ercoupe. Weather prevented the start from Clover Field, Santa Monica as originally

planned. "Sun-up and five-ish on a nippy desert Palm Springs morning," as Mardo Crane, pioneer Chairman, recalls, she, Dee Thurmond, Irma "Babe" Story and Helen Hooper Moore enthusiastically directed Carolyn with co-pilot Bea Medes to the starting line to await Dianna. After great delay the "timers" waved the Ercoupe off for its 21 hours 45 minute flight to Tampa. It was all "honor system" for time and no authorized stops. Not until they reached Tampa did they discover that Dianna had never started due to engine trouble. In that they "raced against their own advertised air speed, this 'Amelia Earhart Memorial Race' could be called a contest," relates Mardo, "and the possibility of an annual all-women transcontinental light plane race was now more than just an exciting idea."

In 1948, with permission of the Florida Chapter, Mardo's committee set about organizing the second race into Miami, site of the 2nd Florida All-Woman Air Show. Basic rules were drawn up for the 6 planes that entered. . . . Planes up to 300 horsepower; daylight flying only; minimum of a private pilot's license with 25 hours in type of plane flown; co-pilots to be female; still the "honor system" for timing "verified" to the racer by tower operators. Fog warnings diverted the race start once again to Palm Springs.

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

About this time the "honor system" of timing was challenged and "time clocks at check-in airports" were suggested. Locating and setting these up created the "Trail Blazing" by race officials. This has become an even more vital early task as the race has grown and is now sequestered by a Final Route Survey of the designated stops just prior to the race. Surveyors meet with airport officials, fixed base operators, Ninety-Nines, NAA Timers, Tower Controllers, Flight Service Stations, FAA Safety Inspectors, Weather Bureaus and Chambers of Commerce to assure that all is in readiness for the racers insuring safe and smooth operations.

In 1950, the "Ninety-Nines Transcontinental Air Race" drew 33 entries. The purse was provided by Odessa, Texas and Mrs. O. A. Beech. NAA sanction which approves rules and timers and guarantees the prize monies was obtained for the first time. Enthusiasm at designated stops was whipped to a peak, but officials failed to realize they were too close together and one stop, where armfuls of long-stemmed roses

among other goodies awaited the contestants, was overflown by all. In spite of "tightened inspections" before and after this race, unjust complaints of illegal aircraft alterations threatened the very continuance of the race.

Late in 1950 the race became "The All-Woman Transcontinental Air Race, Inc." a non-profit corporation with a 4 member Board of Directors . . .



Mardo Crane

Chairman, Mardo Crane, Betty Gillies, Ethel Sheehy and Arlene Davis. Overlapping duties between the National Race Committee, which heretofore had been planning the race, and the AWTAR Board were smoothed out. Today the

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

Basic duties for all phases are contained in annually revised SOP's (Standard Operating Procedures) involving some 140 forms for the novice committees working on the race each year. Each Board member has areas of total responsibility. These areas phlange out into the capable hands of the network of hundreds of Ninety-Nines working directly on the race each year.

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

As early as 1950 the "look alike" trend in dress started. The hardy, daring lot in flying (zoot) suits and helmets of the 1929 era gave way to the fashion conscious women pilots of today, with that touch of efficient glamour of which non-flyers are unaware. Many teams have complete wardrobes of matched outfits specially designed for the race. Attractive, light weight and indicating a team effort, some feature their sponsor's product on pocket, sleeve or purse. Girls appear with ingenious outfits of aluminum fabric, or with the flower of their beloved state dominating their dress, or a pilot emerging from the cockpit may be a "tiger" whose pedigree indicates an oil company or make of car—but not liquor, for those and gambling sponsorships have always been disallowed.

The first mother-daughter teams to race were Ruth Rueckert and daughter, Marsha, age 6 in 1951, and Betty Gillies with college daughter, Pat, who had a private license with 200 hours. Subsequently, any "passenger" under 16 was ruled out as not contributing to a racing endeavor. Today, only pilots may participate making the youngest possible entrant age 17. Three mother-daughter teams flew the race in 1965 and seven will be on the starting line in July 1966, indicative that air age education begins at home.

In 1952 the Simplex Time Recorder Company first provided standard time stamps, heart beats of the race, at all race stops, and has continued this vital service for 14 years. Logos with "Powder Puff Derby", race location and time appear in the punched logs. The race adopted knots and nautical miles as the standard measurements as used by the International Civil Aviation Organization. Handicapping, formerly based on manufacturers advertised cruising speed, now involved a new method, based on performance figures for each make and model of stock aircraft supplied by the manufacturer. Later, flight testing of all eligible aircraft was inaugurated and coordinated with the manufacturer's specifications, consideration being given for speed fairings and range. From these figures a "Par Speed" is assigned each make and model. The winner is that aircraft which averages the highest ground speed in relation to its "par speed."

About this time an Awards or General Race Fund was created since aircraft industry backing was insufficient for the rapidly growing race. Special category awards were added to the top five winners such as Novice and Best of Class. Gradually present policies evolved: that awards be given based on achievement only; that they be given only in the name of a company or organization; that banquet presentations be made

WINNERS

Happiness is Racing!

More Happiness is Winning!



JERELYN CASSELL
Co-pilot '59



JUNE DOUGLAS
Co-pilot '60



BEATRICE MEDES
Co-pilot '47



SHIRLEY BLOCKI
'52



MARTHA BAECHELE
Co-pilot '52



MARCELLA DUKE
Co-pilot '53



AILEEN SAUNDERS
'59, '60



CAROLYN WEST
'47



FRANCES NOLDE
'48



RUTH DEERMAN
'54



RUBY HAYS
Co-pilot '54



EDNA BOWER
Co-pilot '55, '56, '62



FRANCES BERA
'51 (Co-pilot), '53, '55, '56, '58, '61, '62



JEAN PARKER ROSE
'50
(Co-pilot "Boots" Seymour)



ALICE ROBERTS
'57



IRIS CRITCHELL
Co-pilot '57



EVELYN KELLY
Co-pilot '58



MARY ANN NOAH
'64, '65



LAURETTA SAVORY
'49



MARY AIKINS
Co-pilot '64, '65



SUE KINDRED
Co-pilot '49



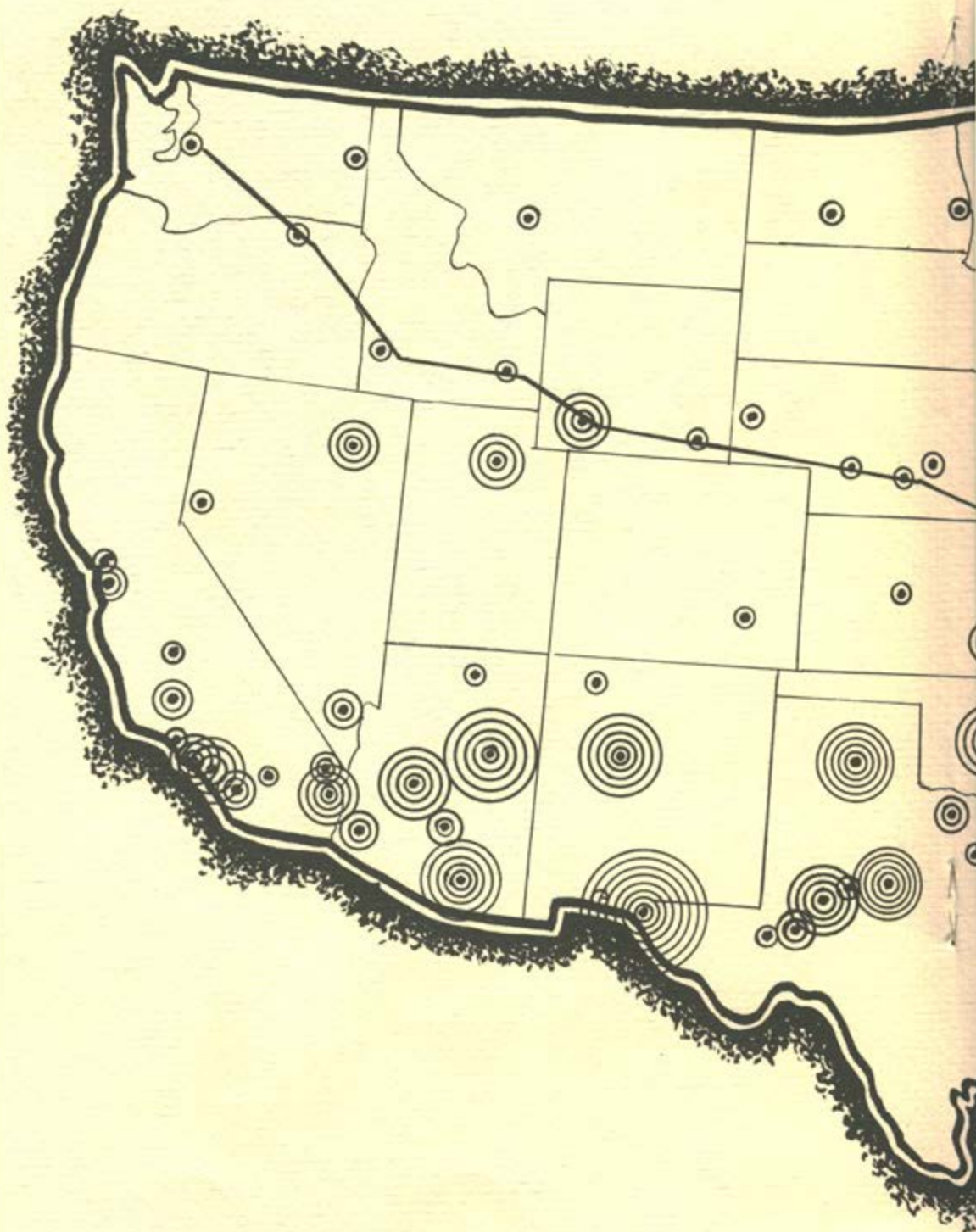
VIRGINIA BRITT
'63



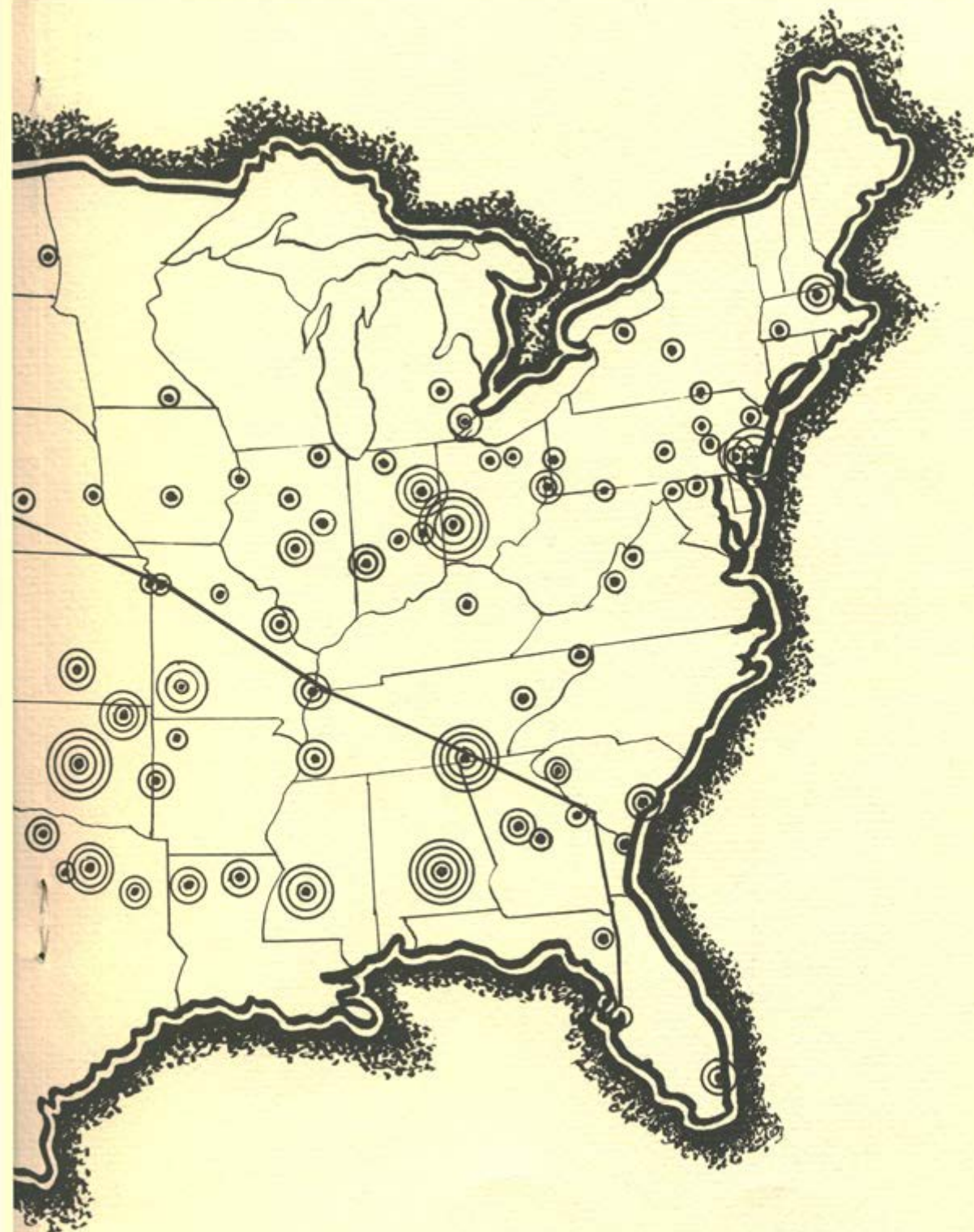
LEE WINFIELD
Co-pilot '63

STARTS, EN ROUTE STOPS AND TERMINUSES OF

	Times Visited
ABILENE, TEXAS	6
AKRON, OHIO	1
ALBUQUERQUE, NEW MEXICO	5
AMARILLO, TEXAS	5
ATLANTA, GEORGIA	1
ATLANTIC CITY, NEW JERSEY	3
AUGUSTA, GEORGIA	1
BAKERSFIELD, CALIFORNIA	2
BIG SPRING, TEXAS	2
BINGHAMTON, NEW YORK	1
BISMARCK, NORTH DAKOTA	1
BLYTHE, CALIFORNIA	4
BOISE, IDAHO	1
CAPE GIRARDEAU, MISSOURI	2
CHARLESTON, SOUTH CAROLINA	2
CHATTANOOGA, TENNESSEE	4
CHEYENNE, WYOMING	2
CLEARWATER, FLORIDA	1
COLUMBIA, MISSOURI	1
COLUMBUS, NEW MEXICO	3
CUMBERLAND, MARYLAND	1
DALLAS, TEXAS	3
DAYTON, OHIO	3
DAYTONA BEACH, FLORIDA	1
DES MOINES, IOWA	1
DETROIT, MICHIGAN	2
ELKO, NEVADA	2
EL PASO, TEXAS	8
FALLON, NEVADA	1
FARGO, NORTH DAKOTA	1
FARMINGTON, NEW MEXICO	1
FAYETTEVILLE, ARKANSAS	1
FLINT, MICHIGAN	1
FORT SMITH, ARKANSAS	2
FORT WAYNE, INDIANA	3
FORT WORTH, TEXAS	1
FRESNO, CALIFORNIA	1
GRAND ISLAND, NEBRASKA	1
GREAT BEND, KANSAS	1
GREENVILLE, SOUTH CAROLINA	2
HAGERSTOWN, MARYLAND	1
HARRISBURG, PENNSYLVANIA	2
HELENA, MONTANA	1
INDIANAPOLIS, INDIANA	1
JACKSON, MISSISSIPPI	1
JOHNSON CITY, TENNESSEE	1
KANSAS CITY, KANSAS	3
KEARNEY, NEBRASKA	1
KNOXVILLE, TENNESSEE	1
KOKOMO, INDIANA	1
LAKE CITY, FLORIDA	1
LA JUNTA, COLORADO	1
LAS VEGAS, NEVADA	2
LAWRENCE, MASSACHUSETTS	2
LEXINGTON, KENTUCKY	1
LONG BEACH, CALIFORNIA	3
LYNCHBURG, VIRGINIA	1
MACON, GEORGIA	1
MEMPHIS, TENNESSEE	2



OF TWENTY TRANSCONTINENTAL SKY TRAILS



	Times Visited
MIAMI, FLORIDA	2
MIDLAND, TEXAS	4
MOBILE, ALABAMA	1
MONROE, LOUISIANA	2
MONTGOMERY, ALABAMA	5
MORGANTOWN, WEST VIRGINIA	1
NEEDLES, CALIFORNIA	2
NO. PHILADELPHIA, PENNSYLVANIA	1
NORTH PLATTE, NEBRASKA	1
OAKLAND, CALIFORNIA	1
ODESSA, TEXAS	2
OKLAHOMA CITY, OKLAHOMA	4
OMAHA, NEBRASKA	1
PAGE, ARIZONA	1
PALM SPRINGS, CALIFORNIA	3
PENDLETON, OREGON	1
PEORIA, ILLINOIS	1
PHOENIX, ARIZONA	2
PITTSBURGH, PENNSYLVANIA	1
POCATELLO, IDAHO	1
PRESCOTT, ARIZONA	4
READING, PENNSYLVANIA	1
RENO, NEVADA	1
ROANOKE, VIRGINIA	1
ROCHESTER, MINNESOTA	1
ROCHESTER, NEW YORK	1
ROCK SPRINGS, WYOMING	3
SALT LAKE CITY, UTAH	2
SAN DIEGO, CALIFORNIA	4
SAN MATEO, CALIFORNIA	2
SANTA ANA, CALIFORNIA	2
SAVANNAH, GEORGIA	1
SCHENECTADY, NEW YORK	1
SCOTTS BLUFF, NEBRASKA	1
SEATTLE, WASHINGTON	1
SHREVEPORT, LOUISIANA	3
SOUTH BEND, INDIANA	1
SPOKANE, WASHINGTON	1
SPRINGFIELD, ILLINOIS	1
SPRINGFIELD, MASSACHUSETTS	1
SPRINGFIELD, MISSOURI	3
ST. LOUIS, MISSOURI	2
TALLAHASSEE, FLORIDA	1
TAMPA, FLORIDA	1
TERRE HAUTE, INDIANA	2
TETERBORO, NEW JERSEY	1
TORRANCE, CALIFORNIA	1
TUCSON, ARIZONA	5
TULSA, OKLAHOMA	3
TYLER, TEXAS	2
URBANA, ILLINOIS	1
VANDALIA, OHIO	1
WEST CHICAGO, ILLINOIS	1
WHEELING, WEST VIRGINIA	2
WICHITA, KANSAS	2
WICHITA FALLS, TEXAS	2
WINK, TEXAS	2
WINSLOW, ARIZONA	5
WILMINGTON, DELAWARE	2
YOUNGSTOWN, OHIO	1
YUMA, ARIZONA	3

Résumé of Past Races

YEAR	START AND TERMINUS	TOTAL MILES	PLANES ENTERED	WINNERS PILOT & CO-PILOT	AIRCRAFT	AVERAGE (Mph) GROUND SPEED
1947	Palm Springs, Cal. to Tampa, Florida	2242	1	P—Carolyn West CP—Beatrice Medes	Ercoupe	102.0
1948	Palm Springs, Cal. to Miami, Florida	2540	6	P—Frances Nolde	Navion	148.0
1949	San Diego, Cal. to Miami, Florida	2544	16	P—Lauretta F. Savory CP—Sue Kindred	Piper Clipper	121.1
1950	San Diego, Cal. to Greenville, S.C.	2460	33	P—Jean P. Rose CP—"Boots" Seymour	Taylorcraft	123.0
1951	Santa Ana, Cal. to Detroit, Mich.	2348	44	P—Claire Walters CP—Frances Bera	Cessna 140	121.16
1952	Santa Ana, Cal. to Teterboro, N.J.	2355	41	P—Shirley Froyd CP—Martha Baechle	Cessna 140	104.05
1953	Lawrence, Mass. to Long Beach, Cal.	2678	49	P—Frances Bera CP—Marcella Duke	Stinson 165	119.37
1954	Long Beach, Cal. to Knoxville, Tenn.	1986	51	P—Ruth Deerman CP—Ruby Hayes	Cessna 140A	121.99
1955	Long Beach, Cal. to Springfield, Mass.	2787	47	P—Frances Bera CP—Edna Bower	Cessna 180	175.0
1956	San Mateo, Cal. to Flint, Mich.	2366	50	P—Frances Bera CP—Edna Bower	Beechcraft Bonanza E35	183.0
1957	San Mateo, Cal. to Philadelphia, Pa.	2567	49	P—Alice Roberts CP—Iris Critchell	Beechcraft Bonanza C35	188.53
1958	San Diego, Cal. to Charleston, S.C.	2177	69	P—Frances Bera CP—Evelyn Kelly	Beechcraft Bonanza A35	177.87
1959	Lawrence, Mass. to Spokane, Wash.	2470	66	P—Aileen Saunders CP—Jerelyn Cassell	Cessna 172	127.2
1960	Torrance, Cal. to Wilmington, Del.	2509	85	P—Aileen Saunders CP—June Douglas	Cessna 172	136.0
1961	San Diego, Cal. to Atlantic City, N.J.	2709	101	P—Frances Bera	Beechcraft Bonanza E35	182.2
1962	Oakland, Cal. to Wilmington, Del.	2546	54	P—Frances Bera CP—Edna Bower	Beechcraft Bonanza F35	196.41
1963	Bakersfield, Cal. to Atlantic City, N.J.	2460	47	P—Virginia Britt CP—Lee Winfield	Piper Cherokee 180	158.8
1964	Fresno, Cal. to Atlantic City, N.J.	2573	61	P—Mary Ann Noah CP—Mary Aikins	Piper Cherokee 160	130.17
1965	El Cajon, Cal. to Chattanooga, Tenn.	2407	79	P—Mary Ann Noah CP—Mary Aikins	Piper Cherokee 160	144.2

only in the name of companies who contribute to the General Race Fund without which the race could not continue.



Betty Gillies

Following the 1952 race, Betty H. Gillies succeeded Mardo Crane as Chairman and for 9 years lavished her talents and devotion to its growth. Kay A. Brick on the East Coast continued as Vice-Chairman. The 1st place Powder Puff Derby Trophy with the names of the winners inscribed thereon, donated by the San Diego Chapter of The Ninety-Nines, rotated into Smithsonian. The rules now called for two-way radio communication and FAI Sporting Licenses. Pilot requirements jumped to require a minimum of 100 hours solo including 25 hours cross-country time. Gone from the scene were the Fairchild 24, Luscombe, Stinson, Swift, Navion—new beauties were the Beechcraft Bonanza, Cessna 180 and Piper Tri-Pacer. Soon after the race was organized, a 10 year age limit was placed on eligible aircraft. This eliminated the WW II weary military type and those with so many modifications that fair handicapping became impossible. During start inspection, the CAA discovered aircraft from many parts of the country in careless condition . . . AD's not complied with, papers out of order, insurance invalid. This ultimately brought about the present rigid standards, a periodic inspection within 100 hours and 3 months, which provides a greater measure of safety for all.

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

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

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



Kay Brick

By 1956 the "Showcase for General Aviation" had outgrown the private home and an office on Long Beach International Airport, California was set up with Barbara London as Executive Secretary. Indicative of the growth of the All-Woman Transcontinental Air Race and the nationwide (now international) interest it created, the work load continued to mount. In 1961, when the burden of responsibility shifted from Chairman Betty H. Gillies to Kay A. Brick, the race headquarters moved to Teterboro Airport, Teterboro, N.J.

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

While some women race almost yearly . . . some as many as 14 times . . . for the challenge, the fun and comradeship, and for improving their skill as disciplined pilots, each year the dream of flying the Powder Puff Derby comes true for 45% of the entries who have never flown it before. Some finish in the money, too!

The Derby seeks to maintain its impeccable record through its rules and education, key to the ceaseless search for safety. Today's private planes are built with speed and performance capabilities equal to or exceeding those of the early transport types. The complexity of air traffic procedures, although balanced by planes with more efficient navigational equipment, requires even higher degrees of proficiency. All planes entered must have recent periodic inspections and governing officials seek to aid the racers to a more knowledgeable operation of these efficient power plants.

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

When the checkered flag goes down and the planes take wing the tingling morning of take-off, the blessing of the Board of Directors goes with each crew. The racers are on their own, their progress to be charted by the NAA Timers and Judges. However, the work of Board officials is not over. Those at the Start will board the Official Race Plane preparatory to monitoring the race from aloft en route to the Terminus. The baggage space will carry the sealed copy of the official NAA departure times of the contestants, plus race programs to be dropped off at various points, inspection devices to be used again at the terminus, and the gold-sealed, be-ribboned proclamations issued by Governors of the states through which the race route passes dedicating the week as "Women in Aviation Week." A call from the airborne officials to the military reinstates activity to portions of restricted areas through which the race contestants may have been cleared to pass. This "AWTAR Spécial" has first-hand knowledge of weather conditions affecting fliers along the way, it monitors the air waves contestants are using, and sometimes drops into the designated stops to check operational progress, usually arriving at the Terminus before any racers complete the course by buzzing the Finish Line.

The saga of the Powder Puff Derby would not be complete if it failed to mention the devotion over the years of these men who contributed as aeronautical engineers in computing handicaps: Carlos Wood, John Loufek, Don Elder, and John Mullen. And to Jack London and Bud Gillies who have given generously of their time

in such capacities as handicapping, weather checking and precision take-offs Jack has served as that "tall, striking Official Starter" for a majority of the races. And for the invaluable services of our legal advisers—Bertrand Rhine, Alfred Wolf and Helen Spigel.

A continuing problem exists that of financing the race. Without recourse to a sustaining fund, the non-salaried Board of Directors each year seeks funds anew to continue this international event. Its support depends on contributions from cities or organizations at the start and finish points, from companies in the general aviation industry, from volunteer contributions from individuals and Chapters in The Ninety-Nines, and from race entry fees. While these monies go to sustain a sporting event, this single event has a tremendous impact on the vast publics, 85% of whom have never even been aloft. These attractive pilots demonstrate the ease and safety and fun of flying from coast-to-coast. They are mother, daughters and grandmothers. One entry had 16 grandchildren between pilot and co-pilot . . . and both belong to the Aerobatic Club. The AWTAR officials have inspired and encouraged other races on the local levels having made available current handicaps derived from a continuous flight testing program. These as well as established Rules have also been provided to numerous foreign countries at their request.

The Powder Puff Derby has grown—not "like Topsy"—but with a gradual upsurge. Constant re-evaluation and revision have brought it to its present prominence. Officials have had to meet the test of many problems, requiring grave decisions, many times against opposition, but after each crisis the race has rallied, gaining new strength. In its 20th Anniversary year the race will be shortened a half day and a major change in timing is being incorporated at the overwhelming request of the 175 pilots who flew the race in 1965. Instead of a pilot running her log to the time clock, contestants will be timed by NAA timers in the towers as they fly by a timing line, and again when their wheels lift off the runway on take-off. Perhaps this will be the solution to handling an increasing number of entries.

To celebrate the 20th Anniversary Powder Puff Derby, cacheted envelopes especially designed by Marion Lopez are available. These commemorative mementoes will be franked with Amelia Earhart stamps and flown during the race by the Official Race Plane.

This year, too, the pace-setting Powder Puff Derby will be documented in color by WCBS-TV. Those who cannot follow the trail of wings may race with the Powder Puffers on film.

"THOUGH THEY NOT BE GODDESSES - THEY FLY"



#1

PILOT: MARY FRANCES SEIDL, El Paso, Texas

AIRPLANE: Mooney Mark 21. 180 h.p.

SPONSOR: County Water Co., Norwalk, California

They say everything comes in threes. Mary is flying her FIRST TAR and is in the Coveted FIRST spot for take-off. Will she be FIRST at the finish? Mary has a Commercial license with an Instrument rating and 942 hours. She is a teacher in the public schools of El Paso. She and her non-pilot husband, Henry, have five children from ages 8 to 18. Her memberships are El Paso Aviation Assn., El Paso Instrument Pilots Assn., Texas State Teachers Assn., and El Paso Teachers Assn.



#2

PILOT (R): JEAN M. BONAR, Mansfield, Ohio

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

AIRPLANE: Beechcraft "S" Bonanza. 285 h.p.

Jean is flying her fourth TAR and has a Private license with an Instrument rating and 1500 hours. She works for her pilot husband, Dr. L. D. Bonar. Jean is a member of the All-Ohio Chapter of the Ninety-Nines, the Mansfield Aviation Club and the American Assn. of Medical Records Librarians.

Pat is flying her third TAR. She has a Private license with 262 hours. She is employed as a hosiery buyer. Pat and her pilot husband, Myron, have one daughter. She is a member of the All-Ohio Chapter of the Ninety-Nines, NPA, EAA and the Mansfield Aviation Club.



#3

PILOT (R): EMMA MCGUIRE, Santa Monica, California

CO-PILOT (L): CAROLE DUNN, Los Angeles, California

AIRPLANE: Cessna 172 Skyhawk. 145 h.p.

SPONSORS: Fireside Market, Santa Monica, Calif.; "7" Eleven Food Markets, Coast to Coast

Emma will be flying in her sixth TAR. She has a Commercial license with Instrument and Aerobatic ratings and 1250 hours. Emma is employed as a bookkeeper for the Fireside Market. Along with her non-pilot husband, Ralph, they boast three children and twelve grandchildren. Emma is a member of the Long Beach Chapter of the Ninety-Nines, serving as Treasurer, the Aerobatic Club of America and AOPA.

Carole is flying her fifth TAR and she has a Commercial license with 300 hours and an Aerobatic rating. She placed second in the Amateur Aerobatic Contest, Neophyte Class, in March of this year at Chandler, Arizona. Carole is employed by the Internal Revenue Service. Her husband, John, is not a pilot but applauds his wife's flying. She is a member of the Long Beach Chapter of the Ninety-Nines, the Aerobatic Club of America and AOPA.



#4

PILOT (L): BETTY BURKE CURRAN, Everett, Washington

CO-PILOT (R): BETTY M. VAN BUSKIRK, Everett, Washington

AIRPLANE: Beechcraft "K" Bonanza. 250 h.p.

Betty is flying her fourth TAR. She has a Commercial license, SMEL, and 1422 hours. Betty is a medical assistant to her pilot husband, Dr. Joseph V. Curran and they have one child. Betty is Vice-Chairman of the Puget Sound Chapter of the Ninety-Nines and is a member of AOPA, the Washington Pilots Assn., and Wives Wings.

Co-pilot Betty is flying her second TAR. She has a Private license with 175 hours. Her husband, Dr. Lyle Van Buskirk, is also a flying physician and they have one child. Betty is Treasurer of the Puget Sound Chapter of the Ninety-Nines, and a member of the Washington Pilots, the Cascade Flying Club and AOPA.

#5

PILOT: MARY AIKINS, Wichita, Kansas

AIRPLANE: Cessna 182-J. 230 h.p.

Mary has chosen to try her luck solo this year in her fourth TAR. She was co-pilot for the winning plane in 1964 and 1965. She has a Commercial license with SMEL, an Instrument rating and 500 hours. Flying since 1962, and with less than 300 hours, she won the 1964 Women's National Aerobatic Championship in her little Pitts Special and placed second the following year. Mary lists her career as her family of a pilot husband, Todd, and three children. Her hobbies are flying, art and gardening. She is a member of the Kansas Chapter of the Ninety-Nines, Experimental Aircraft Assn., Antique Airplane Assn., Aerobatic Club of America and AOPA.



#6

PILOT (L): BARBARA R. WILLIS, Santa Monica, California

CO-PILOT (R): PATRICIA KNOOP, Kettering, Ohio

AIRPLANE: Cessna 182. 230 h.p.

Barbara is flying her sixth TAR. She has a Commercial license, SMEL, Instrument and Instructor ratings. She has 1180 hours. Barbara and her pilot husband, James, have two boys. Her husband is an electronics engineer. She is a member of the Los Angeles Chapter of the Ninety-Nines and AOPA.

Patricia is flying her second TAR. She has a Private license with 148 hours. Pat is employed at the Wright Patterson Air Force Base as a mathematician doing research on simulation training techniques for Aero-Space crews.



#7

PILOT (L): JACQUELYN R. MARKHAM, Battle Creek, Michigan

CO-PILOT (R): LINDA C. MARKHAM, Battle Creek, Michigan

AIRPLANE: Beechcraft 35 Debonair. 225 h.p.

SPONSORS: Nichols Baking Co. and Archway Cookies, Inc. of Corona, Calif. and Battle Creek, Mich.

This will be Jacquelyn's fourth TAR. She has a Commercial license with 650 hours. She also has flown in the Michigan SMALL race. Jacquelyn and her non-pilot husband, George, have three daughters. At present, she is Treasurer of the Michigan Chapter of the Ninety-Nines and is a member of AOPA.

Linda is flying her first TAR as co-pilot for her mother. She has recently soloed and worked hard to get her Private license to be eligible to enter this race.



#8

PILOT (R): PAULINE GLASSON, Corpus Christi, Texas

CO-PILOT (L): ARDATH McCREERY, McAllen, Texas

AIRPLANE: Cessna 175. 175 h.p.

Pauline is flying her fourteenth TAR, a record started in 1952 and missing just one year. Pauline holds a Commercial license with Instructor, Instrument, Link and all Ground Instructor ratings and has accumulated 14,890 hours. She is in business as an aerial photographer and Instructor along with her husband, Claude. Pauline is a member of the Tip of Texas Chapter of the Ninety-Nines.

Ardath is flying her third TAR. She has a Private license with 425 hours. Ardath is a bookkeeper with her husband in their own business, McCreery Aviation. They have two children. She is Vice-Chairman of the Tip of Texas Chapter of the Ninety-Nines.





#9

PILOT (L): DOROTHY JENKINS, Tucson, Arizona
CO-PILOT (R): BEATRICE EDGERLY MACPHERSON, Tucson, Arizona
AIRPLANE: Piper Cherokee PA-28. 180 h.p.

Dorothy is flying her third TAR. She holds a Commercial license with a Flight Instructor rating and has 2400 hours. Back in 1937, Dorothy flew the Air Mail on Air Mail Day, May 19th, from Chicago to Moline. She and her pilot husband, Charles, have three sons. Dorothy is a member of the Tucson Chapter of the Ninety-Nines and the OX 5 Club.

Beatrice is flying her eighth TAR. She has a Private license with 2000 hours. She is a Major in the CAP and with her artist husband, J. Harvard, they maintain an art school and studio in both Tucson and Bushkill, Pa. They have one son. Beatrice is a member of the Tucson Chapter of the Ninety-Nines, AOPA, CAP, Tucson Press Club, Amer. Aviation Historical Society and Wing Foot Lighter Than Air Society.



#10

PILOT (L): BETTY JO REED, Littleton, Colorado
CO-PILOT (R): JEANNE WARNER McLEISH, Mission, Kansas
AIRPLANE: Mooney Mark 20 C. 200 h.p.
SPONSORS: McDonald Drive-Ins, Denver, Colo.; Mountview Aircraft Corp., Bloomfield, Colo.

Betty Jo is flying her second TAR. She has a Commercial license with SMEL ratings and 885 hours. Betty Jo was a WASP during WWII and started flying again in 1960. She and her student pilot husband, Carl, have two daughters and two sons. Betty Jo is a member of the Colorado Chapter of the Ninety-Nines, AOPA, and the Order of Fifinella.

Jeanne is flying her second TAR. She has a Private license with 200 hours. Last year she flew as co-pilot with her mother, Fran Warner, who is racing this year in TAR #15. Her husband, James is also a pilot. Jeanne is a member of the Greater Kansas City Chapter of the Ninety-Nines, AOPA and Pi Beta Phi.



#11

PILOT (L): RUBY KEAVENY, San Diego, California
CO-PILOT (R): MARION E. BANKS, San Diego, California
AIRPLANE: Piper Comanche PA-24. 250 h.p.

Ruby is flying her ninth TAR. She has a Commercial license with 1000 hours. Ruby operates her own Personnel Consultant business. She has three children and four grandchildren. Ruby serves on the AWTAR Board as West Coast Representative and is in charge of plans for the start. She is a member of the San Diego Chapter of the Ninety-Nines and AOPA.

Marion is flying her eleventh TAR. She has a Commercial license, SMEL and Instrument ratings and 1300 hours. Marion has been on the Board of Directors of AWTAR for seven years and is Vice-Chairman and Route Director. Her husband, Dr. Gerald F. Banks, is also a pilot. Marion has two sons and three grandchildren. Marion is a member of the San Diego Chapter of the Ninety-Nines and AOPA.



#12

PILOT (R): BETTY H. GILLIES, Rancho Santa Fe, California
CO-PILOT (L): GERTRUDE E. LOCKWOOD, Carlsbad, California
AIRPLANE: Piper Cherokee PA-28. 180 h.p.

Betty is flying her fifth TAR but this does not tell even the smallest part of her flying. She has a Commercial license, SMELs, and Instrument ratings and 4000 hours. Betty was a WASP during WWII in the Ferry Division. Betty served as Chairman of AWTAR from 1952 to 1961. She is a Trustee of the AE Scholarship Fund and was a charter member of the Ninety-Nines and its President in 1939-1941. She and her husband, Bud, who has several times been an official starter of this race, have two children. Betty is a member of NPA and AOPA.

Gertrude is flying in her second TAR. She has a Private license with 1500 hours. Her flying has been mostly for pleasure. She has one child. Gertrude is a member of the San Diego Chapter of the Ninety-Nines and AOPA.

#13

PILOT (L): VALERA G. JOHNSON, St. Clair, Missouri
CO-PILOT (R): RUTH K. TAKSEL, Ferguson, Missouri
AIRPLANE: Bonanza S35 285 h.p.

This crew flies with the luck of number THIRTEEN for its second TAR. Valera has a Commercial license with Instrument and Instructor ratings and 1150 hours. Valera was a U.S. Navy Gunnery Instructor. Her husband, Belmont, is also a pilot. Valera is Secretary of the Greater St. Louis Chapter of the Ninety-Nines, a member of AOPA and the Missouri Pilots Assn.

Ruth has a Private license with 340 hours. She and her non-pilot husband, Nathan, have four children, and three grandchildren. She is Vice-Chairman of the Greater St. Louis Chapter of the Ninety-Nines, a member of NPA, AOPA and the Missouri Pilots Assn.



#14

PILOT (R): HELEN SHROPSHIRE, Pacific Grove, California
CO-PILOT (L): GENEVA MAE CRANFORD, Salinas, California
AIRPLANE: Piper Comanche PA-24. 180 h.p.

SPONSORS: Salinas Engine Works, Farmers Mercantile Co., Air Trails Grower-Shipper Vegetable Assn., all of Salinas, Calif.; Monterey Ins. Agencies, Monterey Peninsula Airmen's Assn., Monterey Aircraft Refinishing, Kent Mitchell Ins. Agency, Yellow Cab, Monterey, Calif.

This crew is flying its first TAR. Helen has a Commercial license, SMEL and Instrument ratings and 895 hours. She and her pilot husband, Frank, have participated in many races and have flown all over the U.S., Mexico, and the Bahamas ... and around Hawaii after sailing there. Helen is Chairman of the Monterey Bay Chapter of the Ninety-Nines and a member of AOPA, NAP, and Monterey Peninsula Airmen's Assn.

Geneva has a Private license with 262 hours. Her husband, Douglas, is also a pilot but Geneva boasts she got her license first. They have two sons, the oldest stationed at Travis Air Force Base. Geneva is a member of the Monterey Bay Chapter of the Ninety-Nines and the Monterey Peninsula Airmen's Assn.



#15

PILOT (R): FRANCES WARNER, Golden, Colorado
CO-PILOT (L): JAN VAWTER GAMMELL, Denver, Colorado
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSORS: Kensair, Inc., Denver, Colo.; Radair, Inc., Littleton, Colo.

Frances is flying her fifth TAR. She has a Commercial license with SMEL, and Instructor and Instrument Instructor ratings and 3500 hours. This year she will be racing against her daughter in TAR #10. Frances is a Flight Instructor at Jefferson Co. Airport. She also has one other daughter. Fran is a member of the Colorado Chapter of the Ninety-Nines and the Soaring Society of America.

Jan is flying in her third TAR. She has a Private license with SMEL rating and 1200 hours. Her husband, Hank, is also a pilot. Jan is a member of the Colorado Chapter of the Ninety-Nines, AOPA and NAA.



#16

PILOT (L): MARILYN L. DICKSON, Kansas City, Kansas
CO-PILOT (R): MARY BELLE WOOD, Kansas City, Missouri
AIRPLANE: Piper Cherokee PA-28. 235 h.p.
SPONSOR: Sexton Printing Company, Inc., Kansas City, Mo.

Here is another first TAR team with Marilyn as pilot. She has a Commercial license with 430 hours. Marilyn organized the first Senior Girl Scout Wing Troop in Kansas City area. She and her pilot husband, Jimmy, have two daughters. Marilyn has served in several local offices of the Greater Kansas City Chapter of the Ninety-Nines. She is also a member of AOPA.

Mary has a Private license with 100 hours. She works as Secretary-Treasurer for the team's sponsor and also is treasurer of the Greater Kansas City Chapter of the Ninety-Nines. Mary is also a member of the Eastern Star.





#17

PILOT (L): SAMMY MCKAY, Grand Blanc, Michigan
CO-PILOT (R): MARETTA SIMPSON, Flint, Michigan
AIRPLANE: Cessna 175. 175 h.p.
SPONSOR: Superior Pontiac & Cadillac, Flint, Michigan

Sammy will be flying in her ninth TAR. She has a Commercial license with 700 hours. Sammy has also flown in all the Michigan SMALL races and two IAR's. Her husband, George, is not a pilot but is sponsor of his wife's flying. They have one son. Sammy is a member of the Michigan Chapter of the Ninety-Nines and Bishops Aircraft Owners and Pilots Assn.

Maretta is flying in her first TAR. She holds a Commercial license with 300 hours. Maretta has also flown the Michigan SMALL race and the IAR. Maretta is employed as a secretary. Her husband, Carl, is also a pilot. She is a member of the Michigan Chapter of the Ninety-Nines and is Secretary for the Bishops Aircraft Owners and Pilots Assn.



#18

PILOT (R): MARY ANN NOAH, Mission, Kansas
CO-PILOT (L): PEGGY WRIGHT, Overland Park, Kansas
AIRPLANE: Piper Cherokee PA-28. 160 h.p.

Mary Ann piloted the winning plane in 1964 and 1965. This is her seventh TAR. She has a Commercial license, SMEL, Helicopter and Instrument ratings and 1800 hours. Mary Ann and her husband, Brooks, have four children. She is a member of the Greater Kansas City Chapter of the Ninety-Nines, The Whirly Girls, AOPA, NAA, K.C. Aero Club and Missouri Pilots Assn.

Peggy is flying in her first TAR. She has a Private license with 165 hours. Her husband, John, is also a pilot and they have three children. Peggy is a member of the Greater Kansas City Chapter of the Ninety-Nines and the K.C. Aero Club.



#19

PILOT (L): VIRGINIA W. CHANDLER, Capistrano Beach, California
CO-PILOT (R): SHERRY BLESSING, Balboa Island, California
AIRPLANE: Cessna Skyhawk 172. 145 h.p.
SPONSORS: Astro-Aero Inc., Capistrano Beach; Air Parcel Delivery, Newport Beach, California

Another first TAR team is piloted by Virginia who has a Commercial license, SMEL and 220 hours. As a registered nurse, she works for her pilot husband, Dr. Swithin Chandler. They have three children. The husbands of this team will meet their wives in Clearwater to tour the Bahamas after the race. Virginia is a member of the Orange County Chapter of the Ninety-Nines, AOPA, NPA, Orange Co. Pilots Assn., Orange Shores Medical Assn. American Medical Assn. Women's Auxiliary.

Sherry also has a Commercial license with 200 hours. She works as executive secretary for her pilot husband, Donald, who is President of Air Parcel Delivery, one of the sponsors of this team. They have two children. Sherry is a member of the Orange County Chapter of the Ninety-Nines.



#20

PILOT (R): LUCY JANE DRUCKER, Astoria, Oregon
CO-PILOT (L): RITA GINN, Astoria, Oregon
AIRPLANE: Piper Cherokee PA-28. 160 h.p.
SPONSORS: Astoria Flight Service, Sunset Empire of Oregon Coast Area Merchants, Gearhart Motor Inn, all of Oregon

Lucy Jane is piloting this first TAR team. She has a Private license with Instrument rating and 385 hours. Lucy soloed in 1935 and this year fulfills a 20 year dream to fly in the Powder Puff Derby. She works as Secretary-Office Manager for her pilot husband, Kenneth. Lucy is a member of the Oregon Chapter of the Ninety-Nines, AOPA, Astoria Chapter of Oregon Pilots Assn., and Silver Wings.

Rita has a Private license with 94 hours. She is kept busy with her three young children. Her husband, F. Merrill Ginn, is also a pilot. Rita is a member of the Oregon Chapter of the Ninety-Nines, Astoria Chapter of Oregon Pilots Assn., American Society of Medical Technologists and Assn. of Oregon Medical Technologists.

#21

PILOT (L): MARGARET RINGENBERG, Grabill, Indiana
CO-PILOT (R): MARSHA RINGENBERG, Grabill, Indiana
AIRPLANE: Piper PA28 160 h.p.

Margaret is flying her tenth TAR. She has a Commercial license, SMEL and Instructor ratings and 5000 hours. Margaret was a WASP in WWII. Her husband, Morris, is not a pilot. They have two children. Margaret is a member of the Indiana Chapter of the Ninety-Nines and AOPA.

Marsha is flying her second TAR with mother, once again as pilot-in-command. She has a Private license with 75 hours. Marsha is a college student.



#22

PILOT: LOIS MILES W., Woodland Hills, California
AIRPLANE: Piper Comanche PA-24. 180 h.p.
SPONSOR: Bathe 'n' Glow, Chicago, Illinois

Lois is flying her fifth TAR. She has a Commercial license with SMEL, Instrument, Certified Flight Instructor and all Advanced Ground Instructor ratings. She totals her flying time at 1500 hours. Lois is Director of the Valley Pilots Flying School of which her husband, Richard, is the chief pilot. They have two boys. She is flying in a plane specially purchased for this race from a former POWDER PUFF DERBY winner, Fran Bera. Lois is a member of the San Fernando Valley Chapter of the Ninety-Nines and AOPA.



#23

PILOT (L): JO ANN STYPE, Wooster, Ohio
CO-PILOT (R): MILDRED KLAYMAN, Reynoldsburg, Ohio
AIRPLANE: Cessna 172 Skyhawk. 145 h.p.
SPONSOR: Rubbermaid, Inc., Wooster, Ohio

This team is flying its first TAR with Jo Ann as chief pilot. She has a Commercial license with 233 hours. She and her husband, Roy, have three children. Jo Ann is a member of the All-Ohio Chapter of the Ninety-Nines, AOPA and the Wayne County Aero Society.

Mildred has a Private license with 110 hours. She and her husband, Ivan, have three children and in between keeping up her family chores, she finds time to work in Columbus. Mildred is a member of the All-Ohio Chapter of the Ninety-Nines and the Flying Farmers.



#24

PILOT (L): JUDITH ANN IMMELE, Yakima, Washington
CO-PILOT (R): BETH OLIVER, Bellevue, Washington
AIRPLANE: Cessna 182 Skylane. 230 h.p.
SPONSOR: Washington Wing, Civil Air Patrol

The pilot of this team is flying her first TAR. Judith has a Commercial license with 210 hours. She is a student at Big Bend Community College, Moses Lake, Washington. She hopes to be a flight instructor after graduation. Judith is a member of the Western Washington Chapter of the Ninety-Nines, AOPA and CAP.

Beth is flying her second TAR. She has a Commercial license, SMEL and Instructor-Instrument ratings and 2200 hours. Beth works for the AOPA as an instructor at its clinic parties. She and her pilot husband, Barret, have two children. Beth is a member of the Western Washington Chapter of the Ninety-Nines, AOPA and CAP.





#25

PILOT: SELMA CRONAN, Leonia, New Jersey

AIRPLANE: Aero Commander 200D 285 h.p.

SPONSOR: Aero Commander Div.—Rockwell Standard Corp.

Pilot, Selma is flying in her fourth TAR. She has a Commercial license with Ground Instructor ratings and 1200 hours. She has held many local offices in the Greater New York Chapter of the Ninety-Nines, is a member of WIAA, AOPA, Paramus Flying Club, American Arbitration Assn. and the Live Cowards Club. She is a writer of aviation books and has one son.



#26

PILOT (L): ELAINE LOENING, Half Moon Bay, California

CO-PILOT (R): KATHARINE GAHAGAN, Sands Point, New York

AIRPLANE: Piper Comanche PA-24. 250 h.p.

SPONSOR: Gahagan Dredging, Tampa, Florida

Elaine is flying in her seventh TAR. She has a Commercial license, SELS with 750 hours. Elaine placed third in the 1963 TAR. She has two children who will again wish mother good tail winds. She is a member of the Bay Cities Chapter of the Ninety-Nines, NAA and PRPA.

Katharine is flying her third TAR as co-pilot for her sister. She has a Private license, SELS and 225 hours. Her four boys and her non-pilot husband, William, will be helping their West Coast relatives wish for these good winds. Katharine is a member of AOPA.



#27

PILOT (R): HAZEL LORENE SIGAFOOSE, Montezuma, Iowa

CO-PILOT (L): PHYLLIS ANN BARBER, Marion, Iowa

AIRPLANE: Cessna 206. 285 h.p.

SPONSORS: Merlyn Winn, Ottumwa, Iowa; Sig Mfg. Co., Inc., Montezuma, Iowa

We have another first TAR team piloted by Hazel who has a Commercial license with a Flight Instructor rating and 950 hours. Hazel, Administrative Vice-President, flies as corporation pilot for the Sig Mfg. Co. of which her pilot husband, L. Glen Sigafosse, is owner. She is a member of the Iowa Chapter of the Ninety-Nines, AOPA, and the Antique Airplane Assn.

Phyllis has a Commercial license with 700 hours. She flies for "Flight Views" and is administrative assistant to the Manager of the Linn County Rural Electric Cooperative. Her husband, Harold, is not a pilot but with their two children will follow the flight of this team. Phyllis is Vice-Chairman of the Iowa Chapter of the Ninety-Nines and a member of Flying Farmers.



#28

PILOT (R): PAT McEWEN, Wichita, Kansas

CO-PILOT (L): DONNA LEE SHIRLEY

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

SPONSOR: United Airplane Sales, Wichita, Kansas

Pat is flying her fourth TAR. She has a Commercial license with SMEL and Instrument ratings and 1500 hours. Her husband, Owen, is a pilot and they have seven children including a set of twins. Pat is a member of the Kansas Chapter of the Ninety-Nines, NPA and FFA.

Donna holds a private license and this will be her second TAR—she flew in 1962 with Pat. She and Pat have also participated in the Skylady and Dallas Doll Derbies. Donna and her husband, Thomas, an executive with the Hi-Plains Cattle Co. of Dodge City, Kansas, have one child. Donna is a member of the Kansas Chapter of the 99's.

#29

PILOT (L): BERNICE T. STEADMAN, Flint, Michigan

CO-PILOT (R): MARY E. CLARK, Jackson, Michigan

AIRPLANE: Piper Comanche PA-24 260 h.p.

SPONSOR: Trimble Aviation, Inc., Flint, Michigan; John Crowley Boiler Works, Inc., Jackson, Mich.

Bernice is flying her eleventh TAR. Along with 10,000 flying hours, she holds ATR, SMEL, Instructor and Instrument ratings. Bea owns and operates her own flying service and is sponsor for this team. Her pilot husband, Robert, is a lawyer. She is a member of the Michigan Chapter of the Ninety-Nines, Zonta, and the Professional Flight Instructors Assn.

Mary is flying her eighth TAR. She has a Commercial license with 675 hours. Mary is employed as a Production Manager. She is Vice-Chairman of the North Central Section of the Ninety-Nines and is a member of Zonta.



#30

PILOT (R): JEAN P. REYNOLDS, Montrose, Michigan

CO-PILOT (L): ALICE VERNOR DAVIS, Grosse Ile, Michigan

AIRPLANE: Piper Comanche PA-24 260 h.p.

Jean is flying in her fifth TAR. She has a Commercial license with 2250 hours, and Flight Instructor rating. Jean is an Instructor for Trimble Aviation; she served on the Board of the Michigan Small Race and has flown in several of their races. Her husband, Edward, is a pilot and they have two sons. Jean is a member of the Michigan Chapter of the Ninety-Nines and PAIA.

Alice is flying her second TAR. She has a Commercial license with 2000 hours. Alice flies in all the local races whenever possible. She and her non-pilot husband, Leslie, have two children. Alice is Chairman of the Michigan Chapter of the Ninety-Nines and a member of AOPA.



#31

PILOT (R): DORIS LANGHER, Denver, Colorado

CO-PILOT (L): KAY BLACK, Littleton, Colorado

AIRPLANE: Beechcraft Debonair B-33. 225 h.p.

Doris is flying her fourteenth TAR. She has a Commercial license with ATR, SMEL, Flight Instructor, Balloon, Glider and Helicopter ratings and 11,000 hours. Doris is a Flight Simulator Instructor for United Airlines. She is a member of the Colorado Chapter of the Ninety-Nines, OX-5, Antique Airplane Assn. and SAS.

Kay is flying her first TAR. She has a Private license with 300 hours. Her husband, Andrews, is also a pilot and they have three daughters.



#32

PILOT: JUDY G. WAGNER, Palos Verdes Estates, California

AIRPLANE: Beechcraft Bonanza K-35. 250 h.p.

Judy is flying her fifth TAR. She has a Commercial license with an Instrument rating and 1700 hours. Judy placed first in the 1965 Las Vegas International Women's Pylon Air Race. Her husband, Ellis, an Oral Surgeon, is also a pilot. Judy is currently Chairman of the Long Beach Chapter of the Ninety-Nines and is a member of AOPA.





#33

PILOT (L): EVELYN RACKLEFF, Lebanon, Oregon
CO-PILOT (R): DORI LOHR, Lebanon, Oregon
AIRPLANE: Piper Comanche PA-24. 180 h.p.

This is the fourth race for Evelyn who has a Commercial license, SMEL, Instrument and CFI ratings. She has 1500 hours. Evelyn is self employed as Chief Flight Instructor. Her husband, Ed, is also a pilot and they have two sons. She is a member of the Oregon Chapter of the Ninety-Nines and the Oregon Pilots Assn.

Dori is flying her second TAR. She has a Private license with 300 hours. Her Doctor husband, William, is a pilot along with three of their five children. Dori works as a Medical Assistant for her husband. She is a member of the Oregon Chapter of the Ninety-Nines, AOPA, and the Oregon Pilots Assn.



#34

PILOT (R): MARGE MITCHELL, Plainview, Texas
CO-PILOT (L): KATHY LONG, Irving, Texas
AIRPLANE: Bellanca 260-A. 260 h.p.
SPONSOR: Bellanca Aircraft Corp., Alexandria, Minnesota

This team is flying its second TAR with Marge as pilot. She has a Commercial license, SMEL and Instrument rating and 1500 hours. Marge uses her flying for business, charter and sales and is Secretary-Treasurer of Bellanca Aircraft Corp. and National Oil & Butane, Inc. Her husband, T. E. Mitchell, is a pilot and they have one child. Marge is Chairman of Top of Texas Chapter of the Ninety-Nines and is a member of the Texas State Aviation Assn., Texas Flying Farmers and National Flying Farmers.

Kathy has a Commercial license, an Instrument rating and 650 hours. Kathy does sales and charter work for Long Aviation in Dallas. Her husband, L. K. Long, is a pilot and they have three children. She is a member of the Dallas Chapter of the Ninety-Nines and the Texas State Aviation Assn.



#35

PILOT (L): SOPHIA M. PAYTON, Indianapolis, Indiana
CO-PILOT (R): PAULINE MALLARY, Fairfax, Virginia
AIRPLANE: Mooney Super 21 180 h.p.

Sophia is flying in her fourth TAR. She has a Commercial license, Commercial Glider rating and 1054 hours. Sophia flies in all the local races and serves as office manager and part-time pilot for Indiana Aviation Corp. Her husband, Neal, is a pilot for Lake Central Airlines. She is a member of the Indiana Chapter of the Ninety-Nines.

Pauline is flying her second TAR. She has a Commercial license with a Flight Instructor rating, SELS and 2100 hours. Pauline was active as a flight instructor until her recent marriage and is now a busy housewife. Her husband, Peter, is a pilot with Eastern Airlines. Pauline is a member of AOPA.



#36

PILOT: FRANCES S. BERA, Long Beach, California
AIRPLANE: Piper Comanche PA-24. 260 h.p.
SPONSOR: Aztec Aircraft Sales Inc., Long Beach, California

Fran holds the record for the number of TARs flown—this is number sixteen and the record for the most wins—seven of them. She holds all of the following ratings: ATR, SMELS, Helicopter, CFI, Instrument and is an FAA Examiner. Fran is employed as an FAA Examiner and in sales for her sponsor. Her husband, Bob Cenicerros, is Vice-President of this Company. Her memberships include the Long Beach Chapter of the Ninety-Nines, NAA, NPA, WATP, and she serves on the California State Advisory Committee.

#37**PILOT: GINI S. RICHARDSON, Yakima, Washington****AIRPLANE: Bellanca Cruisemaster 230 h.p.**

Gini is flying her fourteenth TAR and she has placed in the top percentage several times. She has many ratings: ATR, CFI, Instrument, Instrument FI. Helicopter, SMELS and 14,800 hours. Gini, along with her pilot husband, Ralph, own and operate a dusting, spraying and flight school. They have one daughter. Gini is a member of the Eastern Washington Chapter of the Ninety-Nines.

**#38****PILOT (L): MARION S. BETZLER, Columbus, Ohio****CO-PILOT (R): ANN L. NICHOLS, Cleveland, Ohio****AIRPLANE: Piper Comanche PA-24. 250 h.p.****SPONSOR: Milgrim, Cleveland, Ohio**

Marion is flying her eighth TAR. She has a Commercial license, SMEL, Instrument, Instructor and Instrument Instructor ratings and 3000 hours. Marion was a WASP in WWII. She is employed as an Instrument Flight Instructor at Lang Aviation. She and her pilot husband, Chuck, have two children. Marion is Chairman of the All-Ohio Chapter of the Ninety-Nines.

Ann is flying her first TAR. She has a Private license with 120 hours. Ann is a buyer for her sponsoring firm. Her husband is Fred Nichols. Ann is a member of the All-Ohio Chapter of the Ninety-Nines and AOPA.

**#39****PILOT (R): BETTY LOU HENRY, Odessa, Texas****CO-PILOT (L): JO ANN BRYANT, Odessa, Texas****AIRPLANE: Piper Comanche PA-24. 180 h.p.**

This crew is flying its second TAR. Betty Lou has a Commercial license with 790 hours. She flies cross country with her family of pilot husband, James, and 3 children, including a set of twins. Betty Lou is a member of the High-Sky Chapter of the Ninety-Nines and the Permian Basin Aviation Assn.

Jo Ann has a Private license with 254 hours. She and Betty Lou have flown in the High-Sky Derbies. Along with her pilot husband, Bob, and her set of twins, she, too, goes on cross country family trips. Jo Ann is a member of the High-Sky Chapter of the Ninety-Nines and the Permian Basin Aviation Assn. and AOPA.

**#40****PILOT (L): LEAH HIGGINS, Royal Oak, Michigan****CO-PILOT (R): DONNA WESTERLUND, Pontiac, Michigan****AIRPLANE: Cessna Skylane 182. 230 h.p.**

Leah is flying in her fifth TAR. She has a Commercial license with 700 hours. Leah was active in CAP during WWII. She is a teacher of the totally deaf children in the Detroit area. Leah has been a Ninety-Nine since 1942. She is a member of the Michigan Chapter and has held many offices. She is a member of DEA, MEA and NEA.

Donna is again co-piloting for Leah. She has a Private license with 150 hours. Donna is a Physical Therapist and Director of that department at the Henry Ford Hospital in Detroit. She is a member of the Michigan Chapter of the Ninety-Nines, AOPA and the American Physical Therapy Assn.





#41

PILOT (R): PATRICIA M. ARNOLD, Newington, Connecticut
CO-PILOT (L): LORRAINE C. McCARTY, Royal Oak, Michigan
AIRPLANE: Piper Comanche PA-24. 260 h.p.

Pat, who placed fifth in 1965, is flying in her tenth TAR. She has a Commercial license with SMEL, Instrument, Helicopter and CFI ratings with 4500 hours. Pat has won the IAR and has flown in pylon races and presently operates her own flight school in Gordonsville, Va. She has 400 hours of helicopter time and includes in this, delivering frightened Santa Clauses. Pat, a member of the Michigan Chapter of the Ninety-Nines, also belongs to Professional Pilots Assn., American Helicopter Society, NPA, and the Whirly Girls.

Lorraine is flying again as co-pilot for Pat in her fourth TAR. She has a Private license with 550 hours. An artist, Lorraine flies her non-pilot husband, Howard, on many business trips. They have four children. A member of the Michigan Chapter of the Ninety-Nines, Lorraine serves the International group as the Ways & Means Chairman and helped to get lots of money for this race. She is also a member of NAA, AOPA, NPA, and the Michigan Academy of Arts and Science.



#42

PILOT (R): DONNA JEAN WILLARD, Huntsville, Alabama
CO-PILOT (L): MARION W. MAY, Huntsville, Alabama
AIRPLANE: Piper Cherokee PA-28. 180 h.p.
SPONSOR: Lea Products, Inc., Minnesota

Donna is piloting this team in its first TAR. She has a Commercial license, Glider rating and 228 hours. When the race start was announced as Seattle, her home town, Donna had not yet soloed but rushed to get in and here she is. She and her pilot husband, Donald, have three children and a Baby Great Lakes Trainer for aerobatics. Donna is a member of the Alabama Chapter of the Ninety-Nines and the Flying Petticoats, and EAA.

Marion has a Private license, a Glider rating and 196 hours. An army wife, Marion has had the opportunity to fly many types of planes. She has made several long trips with two little children and one on the way while her husband, Captain Richard May, stayed at his military base. Marion is a member of the Alabama Chapter of the Ninety-Nines and the Flying Petticoats.



#43

PILOT (L): JANET FERGUSON, Middlesex, England
CO-PILOT (R): LOIS C. BROWN, Reno, Nevada
AIRPLANE: Piper Twin Comanche PA-30. 2-160s h.p.
SPONSORS: Reno Equipment Sales, Inc., Silver State Flying Service, Inc., of Reno and King's Beach Marina, Lake Tahoe, Calif.

Janet has come to us from England to fly in her third TAR. She has a Commercial license with SMEL, Instrument and Flight Instructor ratings and 3300 hours. Janet was the recipient of the 1965 Amelia Earhart Scholarship Award. She does survey flying, ferrying, instruction in both the U.S. and England. A co-founder and member of the British Section of the Ninety-Nines, she also belongs to the Royal Aero Club, Tiger Club and the British Women's Pilot Assn.

Lois is flying in her first TAR. She has a Private license with SMEL and Glider ratings and 175 hours. Her husband, Mike, is a corporate pilot and they have two children. Lois is a member of the Fallon Chapter of the Ninety-Nines and AOPA.



#44

PILOT (L): SHEILA SCOTT, London, England
CO-PILOT (R): CHARLOTTE DODSON, Portland, Oregon
AIRPLANE: Piper Comanche PA-24. 260 h.p.
SPONSORS: Sam Whitney, Firestone Tire and Rubber Co., Akron, Ohio

A former actress, Sheila Scott is current Governor of the British Section of the Ninety-Nines. She holds a Commercial license, SMELS, Instrument, Helicopter and Glider ratings with 1500 hours. Sheila has participated in all type of races in Europe and, at this writing, is on a round the world solo trip. This is her first TAR. In addition to her work as a ferry pilot, she appears on TV, writes and is planning an All Woman Air Race across Europe. Sheila is the first British member of the Whirly Girls, and holds membership in AOPA, Royal Aero Club, Zonta, Tiger Club, and is founder of the British Balloon and Airship Club.

Charlotte has a Private license with 300 hours, and is flying her first TAR. She works for her pilot husband, Landy, and together they boast three children and six grandchildren. Charlotte is active in Aerospace Education work in Oregon. She is a member of the Oregon Chapter of the Ninety-Nines, Oregon Aerospace Educational Council, and the Electrical Women's Round Table.

#45

PILOT: POLLY DUNCAN, Memphis, Tennessee

AIRPLANE: Cessna Skylane. 230 h.p.

Polly is flying solo in this, her fourth TAR. Polly holds a Commercial license with Instrument and Flight Instructor ratings and 4800 hours. Her husband, Howard, is also a pilot. Polly is a member of the Memphis Chapter of the Ninety-Nines, AOPA, CAP and the Memphis Area Flight Instructors Assn.



#46

PILOT: TIG PENNOCK, Santa Ana, California

AIRPLANE: Piper Comanche PA-24. 260 h.p.

SPONSOR: Martin Aviation, Inc., Santa Ana, Calif.

Tig is flying solo in her second TAR. She has a Commercial license, SMEL, Instrument and Flight Instructor ratings and 3000 hours. Tig is a flight instructor and sales representative for Martin Aviation. Her two sons are learning to fly. She is Treasurer of the Orange County Chapter of the Ninety-Nines and is a member of Dusty Wings, Orange County Soaring Society and the Soaring Society of America.



#47

PILOT: DOT ETHERIDGE, Greenville, Mississippi

AIRPLANE: Cessna Skylane. 230 h.p.

SPONSOR: Deltaero, Inc., Greenville, Mississippi

Dot is flying solo in her second TAR. She has a Commercial license, SMEL and is a CFI with 590 hours. In last year's race, Dot's plane placed sixth and won Flying Magazine's Award. An aviation columnist for the Delta Democratic Times, she has flown jets with the Navy for a feature story. She also performs in air shows in a stock Cub doing comedy acts and low-level aerobatics. Presently, she is building a clip-winged Cub for competition. She and her pilot husband, Robert, have one son. Dot is Secretary of the Mississippi Chapter of the Ninety-Nines and is a member of AOPA, The Aerobatic Club of America and the Delta Pilots Assn.



#48

PILOT (R): CAROLINE N. JONES, Painesville, Ohio

CO-PILOT (L): JANET R. GIBBS, Painesville, Ohio

AIRPLANE: Piper Cherokee PA 28 180 h.p.

SPONSORS: Concord Airpark; Gibbs Construction, of Painesville, Ohio

Caroline is pilot of this first TAR team and she has a Commercial license with 430 hours. She is employed as a senior chemist for Standard Oil Co. of Ohio and is a Ground Instructor at Concord Airpark. In 1965, she won the 99's All-Ohio Achievement Award and is Treasurer of that Chapter. She belongs to the American Meteorological Society, American Chemical Society, Painesville Flying Club, AOPA and Skylarks.

Janet has a Private license with 250 hours. She was co-pilot for Caroline in the 1964 IAR. She and her pilot husband, Robert, have three children. Janet is a member of the All-Ohio Chapter of the Ninety-Nines, Painesville Flying Club, AOPA and Skylarks.





#49

PILOT: MARY B. VIAL, Phoenix, Arizona

AIRPLANE: Cessna 182 Skylane. 230 h.p.

SPONSORS: SKY-OX, Phoenix; Phoenix Beauty Supply, Inc., Arizona

For her third TAR, Mary is flying solo. She has a Commercial license with an instrument rating and 800 hours. Mary does some charter work and does business flying for her pilot husband, George. They have four children and one son is a student pilot. Mary is active in the American Field Service for foreign students. She is a member of the Phoenix Chapter of the Ninety-Nines, CAP and NAA.



#50

PILOT (L): MARY R. SHUMWAY, Batavia, Illinois

CO-PILOT (R): GERRY KRAUSE, Chicago, Illinois

AIRPLANE: Cessna 206 285 h.p.

SPONSORS: C. W. Shumway & Sons, Batavia, Ill.; Halvin Aquarium Products, Brooklyn, N.Y.; Long Life Fish Food, N.Y.C.; Lowe's Kitty Litter & Pet Pack, Cassopolis, Mich.; Item's Rowbone Inc., St. Louis, Mo.; DuPage Aviation Corp., St. Charles, Illinois.

Mary is flying her first TAR. She has a Commercial license with 367 hours. Her husband, John, is a pilot, her oldest son is a student pilot and they have 3 other sons and one daughter. She helps fly her husband on business trips. Mary is a member of the Chicago Area Chapter of the Ninety-Nines, AOPA and Suburban Aviation.

Gerry brings a Private license and 269 hours to her first TAR. While her pilot husband, Ralph, has flown for many years, Gerry has had her license for just two years. She works as Corporation Secretary for her husband. They have two sons and the 21-year-old is a pro-motorcycle driver. Gerry is a member of the Chicago Chapter of the Ninety-Nines, AOPA, Suburban Aviation and Air Pilots Assn.



#51

PILOT (L): NANCY M. DIEMAND, Holicong, Pennsylvania

CO-PILOT (R): DEBORAH DIEMAND, Holicong, Pennsylvania

AIRPLANE: Beechcraft Bonanza H35 240 h.p.

SPONSOR: Luden's Inc., Reading, Penn.

Nancy is flying her fifth TAR as pilot of this mother-daughter team. She has a Commercial license with SMELS, Instrument and Glider ratings and 1850 hours. Most of her flying is for pleasure with her family. Her husband, John, is also a pilot. They have two children, including her co-pilot. Nancy is a member of the Eastern Pennsylvania Chapter of the Ninety-Nines and AOPA.

This is Deborah's fourth TAR as co-pilot for her mother. A student at Smith College, she has a Private license with 130 hours. Deborah is a member of Sigma Xi.



#52

PILOT: KATHRYN G. NISBET, Waxhaw, North Carolina

AIRPLANE: Cessna Skylane 230 h.p.

SPONSOR: Aero Plantation, Waxhaw, North Carolina

Kay is flying solo in her first TAR. She has a Private license with Instrument rating and 475 hours. A former chemist, Kay devotes much of her time as a volunteer pilot for the Red Cross. She and her pilot husband, James, have two sons and two daughters. Kay is a member of the Carolina Chapter of the Ninety-Nines, AOPA, Jr. League, Kappa Alpha Theta and CAP.

#53

PILOT (R): DOROTHY J. SMITH, Indianapolis, Indiana
CO-PILOT (L): KATHLEEN K. SAGE, Indianapolis, Indiana
AIRPLANE: Cessna Skylark. 175 h.p.
SPONSOR: Smith Welding & Engineering Co., Indianapolis, Ind.

This team is flying its first TAR with Dorothy as pilot. She has a Commercial license with 581 hours. She has flown in the IAR and the Michigan SMALL Race. She is employed as office manager for her sponsoring firm. Her husband, William, is not a pilot. She is Chairman of the Indiana Chapter of the Ninety-Nines and is a member of the Indianapolis Aero Club.

Kathleen has a Private license with 447 hours. She, too, has flown in many of the local races. Her husband, Dr. Russell A. Sage, is also a pilot and they have three children. Kathleen is Vice-Chairman of the Indiana Chapter of the Ninety-Nines and is a member of the Indianapolis Aero Club.



#54

PILOT (R): BETTY FOSTER, Petaluma, California
CO-PILOT (L): LOUISE MONTERO, Petaluma, California
AIRPLANE: Aero Commander 200 D 285 h.p.
SPONSORS: Reif & Brody, Inc., Petaluma; Petaluma Cooperative Creamery; Salinas Engine Works, Inc.—California

Betty is flying as pilot in her second TAR. In 1965 she was co-pilot for the fifth place plane. She has a Commercial license with 235 hours. She works as Hostess-Cashier for Sonoma Joe's Restaurant. She and her non-pilot husband, Dr. Frank R. Foster, have two children. Betty is Secretary of the Redwood Empire Chapter of the Ninety-Nines and is a member of AOPA.

Louise is flying her first TAR. She has a Private license with 95 hours. She, too, works as Hostess-Cashier at the same restaurant owned by her non-pilot husband, Mel. They have three children. Louise is a member of the Redwood Empire Chapter of the Ninety-Nines.



#55

PILOT (L): ALICE ROBERTS, Phoenix, Arizona
CO-PILOT (R): DOTTIE SANDERS, Santee, California
AIRPLANE: Beechcraft Bonanza S 35 280 h.p.
SPONSOR: Coast to Coast Delivery Service, Los Angeles, California

Alice is the International President of the Ninety-Nines and is flying in her twelfth TAR. She has won the race once and placed second twice. She has a Commercial license with 1600 hours. In addition to her busy time as President, including many cross country trips, she is Secretary-Treasurer for her husband, Charles, in their Air Conditioning business. They both fly and have two children and four grandchildren. Alice is also a member of Epsilon Sigma Alpha.

Dottie is also flying in her twelfth TAR and has placed in the top ten spots several times. She has a Private license with 1265 hours. She is an Escrow Officer with La Mesa-Lemon Grove. Her husband, Bob, also a pilot, will once again be the Official Starter of this race. Dottie is a member of the El Cajon Chapter of the Ninety-Nines and the San Diego Aerospace Museum.



#56

PILOT: VALERIE J. GRANT, Chattanooga, Tennessee
AIRPLANE: Cessna 172 145 h.p.
SPONSOR: Rock City Gardens, Lookout Mountain, Tenn.

Valerie is flying solo in her first TAR. She has a Commercial license, SMEL, Flight Instructor rating and 700 hours. L. W. Grant, her contractor husband, is not a pilot. They have two daughters. Valerie is a member of the Tennessee Chapter of the Ninety-Nines and AOPA.





#57

PILOT (L): Margaret Crane, Fenton, Michigan
CO-PILOT (R): Uta Renate Kienle, Karlsruhe-Durlach, Germany
AIRPLANE: Piper Comanche PA-24. 180 h.p.
SPONSORS: German Aero Club, Ouh Heustrurte (Newspaper), Fritz Karl Simon

Margaret is flying her ninth TAR. She holds a Commercial license with an instrument rating and 2100 hours. Margaret is an accountant for AMCO of Flint, Michigan. She is a member of the Michigan Chapter of the Ninety-Nines.

Uta started flying gliders in 1952 and motor planes in 1959. She is a licensed glider instructor and was the first woman licensed to build airplanes and gliders in Germany. She has just completed building an Emerande. Uta learned English especially to come here for the TAR. She is a Ninety-Nine Member-at-Large, and belongs to Sports Flying Club and the German Aero Club.



#58

PILOT (L): VELMA DEL GIORNO, Grosse Pointe, Michigan
CO-PILOT (R): MARY KAY DEL GIORNO, Grosse Pointe, Michigan
AIRPLANE: Piper Cherokee PA 28 150 h.p.

This mother-daughter team is piloted by Velma who has a Commercial license with Instrument rating and 920 hours. She has flown in two TARS and in one IAR. She has one son who soloed at 16, and one of her three daughters is her co-pilot. Her Doctor husband, Thomas, is not a pilot. Velma is a member of the Michigan Chapter of the Ninety-Nines, AOPA and NAA.

This is the first TAR for Mary Kay. She has a Private license with 90 hours. Not only is she looking forward to this race, but she awaits the fall when she will enter the University of Detroit.



#59

PILOT: JESSIE WIMMERS, Phoenix, Arizona
AIRPLANE: Piper Cherokee PA-28. 150 h.p.
SPONSOR: Anderson Aviation, Phoenix, Arizona

Jessie is flying in her third TAR. She has a Commercial license with Instrument and Instrument-Instructor ratings and 1310 hours. She learned to fly in Aruba and most of her flying is over water and island hopping. Last year she ferried a Cessna 150 from Kansas to Lima, Peru. She is employed by her sponsor as a flight instructor and charter pilot. Jessie is a member of the Phoenix Chapter of the Ninety-Nines.

#60

PILOT (L): MARGUERITE FAY NIELSEN, Ft. Smith, Arkansas
CO-PILOT (R): HAZEL H. McKENDRICK, Dallas, Texas
AIRPLANE: Piper Comanche PA-24. 180 h.p.

SPONSORS: Hugh Cunningham Enterprises; Herman Blum Consulting Engineers; Transamerican Appliances; Lee Emmert Construction Co.; Cooksey Photography; Shamrock Van Lines; C. C. Ladenberger & Assoc.; Wings, Inc.; Lay Machinery Co.; American Flight Center; Ted Cooper & Assoc.; Southwestern Typographics; Tead Inc.; Gable Electric; H. M. Cree Co.; Executive Flight Service; Riverside Press, Inc.; X-C News; Goble Aviation; Airport Flying School; Helen Wilko, E. Exerly Hodge; K-Copters; Lamb Distributing Co.; Anonymous Friends. Razorback Plastic Products, Ft. Smith, Ark.

Marguerite is flying in her second TAR, this time switching to pilot. She has a Commercial license with 247 hours. Most of her flying is for pleasure with her family—husband, John who is a pilot, and their two children. Marguerite is a member of the Arkansas Chapter of the Ninety-Nines and the Women's Intl. Bowling Congress.

Hazel is flying in her third TAR. She has a Commercial license with Instrument and Helicopter ratings and 1200 hours. She is employed as a Flight Service Specialist with the FAA in Dallas. Her husband, Joseph, is not a pilot. They have one son. Hazel is a member of the Dallas Chapter of the Ninety-Nines, Whirly Girls, BOD, National Assn. of Air Traffic Specialists.



#61

PILOT (L): BETTY MILLER, Los Angeles, California
CO-PILOT (R): LOUISE HYDE, New York, New York
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSORS: Paul Heinley Shuttles, Long Beach; Santa Monica Flyers, Calif.

Betty is flying in her ninth TAR. She has a Commercial license SMELS with 8000 hours. Betty is the first woman to fly the Pacific solo and has made ferry flights to Holland, South Africa, Manila and Saigon. She is employed as Assistant Manager and flight instructor by the Santa Monica Flyers of which her husband, Chuck, is owner/operator. Betty is a member of the Long Beach Chapter of the Ninety-Nines, Eastern Star and Zonta.

Louise is flying in her eighth TAR. She has a Commercial license with 2100 hours. Louise was a WASP and served on the AWTAR Board for two years. Her husband, Gordon, is also a pilot. Louise is currently serving on the Women's Advisory Committee to FAA and is a member of the Greater New York Chapter of the Ninety-Nines.



#62

PILOT (R): DOROTHY JULICH, Jackson Heights, New York
CO-PILOT (L): PRISCILLA WILSON, Bedminster, New Jersey
AIRPLANE: Piper Comanche PA-24. 180 h.p.

Dottie is flying in her seventh TAR. She has a Commercial license with SMELS, Instrument and Instructor ratings and over 8000 hours. She is currently doing free lance flight instruction. Her husband, Milton, is not a pilot. They have three children. Dottie and her co-pilot placed third in the IAR this year. Dottie is a member of the Long Island Chapter of the Ninety-Nines.

Pat is flying her second TAR. She has a Commercial license, SELS and 450 hours. Pat is an aeronautical engineer. She has held several offices in the Greater New York Chapter of the Ninety-Nines and is presently serving her second year on the AWTAR Board. Her husband, Frederick, is also a pilot.



#63

PILOT (L): ANITA CONLEY WOREL, Vallejo, California
CO-PILOT (R): JUNE O'DONNELL, Napa, California
AIRPLANE: Beechcraft Musketeer 23. 160 h.p.
SPONSOR: Dick Worstell, Salinas Engine Works, Calif.

Anita is flying her third TAR. She has a Commercial license with 535 hours. Anita raced in the San Diego-Fallon Fun Race in 1965 and was married a few hours after completing the race—never let it interfere with flying. She is employed as an electronics technician at the Mare Island Design Division of the San Francisco Bay Naval Shipyard. Her husband, Jack, is also a pilot. They have two daughters and three granddaughters. Anita is Chairman of the Redwood Empire Chapter of the Ninety-Nines.

June is flying in her second TAR. She has a Private license with 354 hours. June flies for her employer, Associated Services, doing aerial photos and transportation. She is a research specialist. Her son, Tod, has soloed. June is a member of the Redwood Empire Chapter of the Ninety-Nines.



#64

PILOT (R): MARY PEARSON, San Marcos, California
CO-PILOT (L): NELL CONNOLLY, Cardiff, California
AIRPLANE: Piper Cherokee PA-28. 180 h.p.

SPONSORS: Mr. Reg Robbins, Houston; Executive Air Service, Texas; Fred C. Sproul Homes and George Kelly, Oceanside, Calif.; La Willis M. Allen, La Jolla, Calif.; City of Carlsbad, Calif.

Mary is flying in her first TAR and she has a Commercial license with Instrument and CFI ratings and 5000 hours. She learned to fly while in College and married her instructor when she was working on her advanced ratings. She is employed as the Chief Pilot and does charter work for Flight Trails at Palomar Airport. Her husband, Bradford, is an executive pilot and they have one child. She is a Ninety-Nine.

Nell is flying her first TAR and she has a Private license with 160 hours. She started flying when her husband, Pat, opened up a dealership at Palomar Airport. She now works as secretary and ferry pilot for him. They have four children.





#65

PILOT: ARDELE HINN, Salinas, California
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSOR: Air Trails, Inc., Salinas, Calif.

Ardele is flying solo in her fifth TAR. She has a Commercial license SMELS, Glider and Instructor ratings. She has 2750 hours. Two of her previous races were flown with her daughter as co-pilot but Carol is now tied down with four children making Ardele a grandmother. Ardele's husband, Dr. George Hinn, is not a pilot but served with the Air Force as Flight Surgeon and is now convinced that the small plane is the only way to fly. Ardele is a member of the Monterey Bay Chapter of the Ninety-Nines, and the Monterey Peninsula Airmen's Assn.



#66

PILOT (R): AUTRIE VELL LEHR, Xenia, Ohio
CO-PILOT (L): CLARA C. THARPE, Dayton, Ohio
AIRPLANE: Mooney Super 21. 200 h.p.
SPONSORS: Systems Research Labs, Inc., Dayton; Elano Corp., Xenia, Ohio; Indiana Aviation Corp., Indianapolis, Ind.

Autrie is flying in her second TAR, this time as pilot. She has a Commercial license, SMEL and 1100 hours. She has flown in the IAR and the Michigan SMALL race. She works as a Charter pilot for Pilot-Pool in Vandalia. Her husband, Karl, is also a pilot. Autrie is a member of the All-Ohio Chapter of the Ninety-Nines, NAA, PAI and AOPA.

Clara is flying in her first TAR. She has a Private license with 227 hours. She is a billeting officer for Wright Patterson Air Force Base. She has one daughter. Clara is Vice-Chairman of the All-Ohio Chapter of the Ninety-Nines.



#67

PILOT (R): IRENE N. WIRTSCHAFTER, Philadelphia, Pennsylvania
CO-PILOT (L): CONNIE WOLF, Bluebell, Pa.
AIRPLANE: Cessna Skylane 230 h.p.
SPONSOR: City of Atlantic City, N.J.

Irene is flying her third TAR. She has a Commercial license, SELS and 350 hours. Irene holds a Reserve Lt. Commander commission in the Navy Supply Corps and is employed as an agent for the Internal Revenue Service. She has flown in the IAR, is active in the Wing Scouts and includes sports cars in her hobbies. A member of the Eastern Pennsylvania Chapter of the Ninety-Nines, she serves as Historian for the International organization.

Connie, the wife of General Alfred L. Wolf, a Philadelphia lawyer, has been flying since the late twenties. She holds a private license, a parachute rigger's license and a free balloon pilot's license. She is a holder of 15 world records for world women in ballooning, having been the first woman to cross the Alps in a balloon. She is the owner of Balloon N10W as well as a Seabee.



#68

PILOT (R): FRANCIS M. MYERS, Lansing, Michigan
CO-PILOT (L): ARABELLA F. MELICK, Lansing, Michigan
AIRPLANE: Mooney M 20 C. 180 h.p.
SPONSOR: Taylor & Assoc., Inc., Lansing, Michigan

Francis is flying in her second TAR. She has a Commercial license with an Instrument rating and 640 hours. Francis thinks flying is fun and racing the "most" fun. She has flown in several of the Michigan SMALL races. Her husband, Dale, is a pilot and they have two children. Francis is a member of the Michigan Chapter of the Ninety-Nines and AOPA.

Arabella is also flying in her second TAR as co-pilot once again for Francis. She has a Private license with 230 hours. Her husband, Doctor Richard Melick, is a student pilot. They have four children. Arabella is a member of the Michigan Chapter of the Ninety-Nines, Junior League of Lansing and Ingham County Medical Auxiliary.

#69

PILOT: MAJOR MARY A. ARMSTRONG, Ft. Knox, Kentucky

AIRPLANE: Piper Cherokee PA-28. 160 h.p.

Mary is flying solo in her second TAR. She has a Private license with an Instrument rating and 536 hours. Mary is a dietitian, Chief of Food Service, U.S. Army-Ireland Hospital in Kentucky. She is a member of the Tucson Chapter of the Ninety-Nines, AOPA and American Dietetic Assn.



#70

PILOT (L): MYRNA SHANFIELD, Los Alamitos, California

CO-PILOT (R): SHERLY BROWN, Harbor City, California

AIRPLANE: Piper Cherokee PA-28. 150 h.p.

Myrna is flying in her second TAR and she has a Commercial license with SMEL and Instrument ratings and 450 hours. She is a student at Woodbury College. Myrna is a member of the Orange County Chapter of the Ninety-Nines, AOPA, Skylarks of S. California, and Siga International.

Sherly is flying in her first TAR. She has a Private license with 120 hours. She is employed as a beautician. Her husband, George, is not a pilot. They have one child.



#71

PILOT (L): MAXINE NIELSON, Springville, Utah

CO-PILOT (R): SALLY WELLS, Cedar City, Utah

AIRPLANE: Cessna 172. 145 h.p.

SPONSORS: Cedar Flying Service; Central Utah Aviation, Inc., Provo, Utah

Maxine is flying in her third TAR. She has a Commercial license with 340 hours. She works as a Claims Representative for the Social Security Administration, U.S. Government. She is a member of the Utah Chapter of the Ninety-Nines.

Sally is flying her first TAR. She has a Commercial license with Flight Instructor rating and 515 hours. Along with her husband, Arthur, they own the Cedar Flying Service and Sally does charter and instruction. They have three children. Sally is a member of the Utah Chapter of the Ninety-Nines and CAP.



#72

PILOT: LORENE E. "WRAY" MISENER, Hayward, California

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

SPONSOR: Employees of the Alameda Naval Air Station, California

Lorene is flying solo in her fourth TAR. She has a Commercial license with Flight Instructor rating and 715 hours. Lorene is employed as a Senior Quality Control Specialist at the U.S. Naval Air Station and has done this type of work for several years. She and her pilot husband, "Skid", also operate a repair service at Hayward Airport, and Lorene does instruction for them. She is a member of the Bay Cities Chapter of the Ninety-Nines, NAA.





#73

PILOT (L): BARBARA JENISON, Paris, Illinois
CO-PILOT (R): EULA LEE SCHMIDT, Robinson, Illinois
AIRPLANE: Cessna Skylane 182. 230 h.p.
SPONSORS: Husbands

This is the tenth TAR for Barbara and she has placed in the top percentage. She has a Private license with SMEL and Instrument ratings and 1700 hours. She is a housewife so her flying is for fun. She and her husband, Edward, have one son. Barbara is a member of the Central Illinois Chapter of the Ninety-Nines, AOPA and CAP.

Eula is flying her fourth TAR and she has a Commercial license with 900 hours. She, too, is a flyer for fun. Her husband, Dr. B. F. Schmidt, Jr., is also a pilot. Eula is a member of the Central Illinois Chapter of the Ninety-Nines, AOPA and NPA.



#74

PILOT (R): JACKIE PETTY, Mt. View, California
CO-PILOT (L): MARY LAIL, San Jose, California
AIRPLANE: Piper Cherokee PA-28. 235 h.p.

This is the third TAR for Jackie who has a Commercial license with SMEL rating and 3380 hours. Jackie was a WASP during WW II and presently is a representative for the Trojan Construction Co. Her husband, Lloyd, is not a pilot, Jackie is a member of the Santa Clara Chapter of the Ninety-Nines.

Mary is flying her first TAR. She has a Private license with 146 hours. As a housewife, her flying is for pleasure. Her husband, Harold, is a pilot and they have one daughter. Mary is a member of the Santa Clara Chapter of the Ninety-Nines and AOPA.



#75

PILOT: ELLIE McCULLOUGH, Bay Shore, New York
AIRPLANE: Mooney Mark 21. 180 h.p.
SPONSORS: Mac-Aire Aviation, Ronkonkoma, N.Y. and Republic Flying Club, Farmingdale, N.Y.

Ellie is flying solo in her third TAR. She has a Commercial license with 600 hours. This year she placed second in the All Woman New England Air Race. She is a sport parachutist, and is employed as an executive secretary for Fairchild-Hiller Corp. Ellie is Chairman of the Long Island Chapter of the Ninety-Nines, is a member of Zonta, Republic Flying Club and Long Island Skydivers.



#76

PILOT (L): DOROTHY WARREN, Dallas, Texas
CO-PILOT (R): NANCY WISE, Dallas, Texas
AIRPLANE: Beechcraft Travel Air. 360 h.p.
SPONSORS: Texas Kenworth Co., Dallas; A. G. Wise Trucking Co., Inc., Grapevine, Texas; Duncan Beechcraft, Omaha, Nebraska; Precision Flight Nav. Co., Dallas, Texas.

Dorothy is flying in her third TAR. She has a Private license with SMEL, Instrument and all Ground Instructor ratings and 1030 hours. She works as a Link and Ground School Instructor for her sponsor, Precision Flight Nav. Co. She was taught to fly and received her advance instruction from her husband, Charles, owner of this company. They have one son. She is Chairman of the Dallas Chapter of the Ninety-Nines, a member of NAA, Aero Sorority, and Zonta.

Nancy is flying in her first TAR. She has a Private license with 60 hours. She learned to fly specially to get into this race and also because her husband insisted. She is now working on her multi-engine rating. Her husband, A. G. Wise, is owner of their sponsoring firm. She is a member of the Dallas Chapter of the Ninety-Nines, and Aero Society.

#77

PILOT (L): HELEN GREINKE, Bloomington, Illinois
CO-PILOT (R): VIRGINIA A. RAINWATER, Reseda, California
AIRPLANE: Piper Cherokee PA-28. 235 h.p.

This is Helen's eighth race. She has a Commercial license with Flight Instructor and all Ground Instructor ratings and 2200 hours. Helen has flown in many local races and she has participated in, been present at a terminus or "worked a stop" for every race of the Powder Puff Derby since its beginning, missing only the year 1950. This looks like a record. Helen is self-employed as a ground instructor. She is a member of the Central Illinois Chapter of the Ninety-Nines.

Virginia is flying in her second TAR. She has a Private license with 140 hours. She is employed as a bookkeeper at the Mardi Gras owned by her non-pilot husband, Clyde. They have two children. Virginia is Treasurer of the San Fernando Valley Chapter of the Ninety-Nines and is a member of AOPA.



#78

PILOT (L): RUTH E. WIKANDER, Portland, Oregon
CO-PILOT (R): KATHLEEN ELMORE, Portland, Oregon
AIRPLANE: Cessna 182-H. 230 h.p.
SPONSORS: McCracken Fabricators, Inc.; The Darby Lane, Portland, Oregon

This is the second race for Ruth who has a Commercial license with SMELS, Instrument and Pilot Examiner ratings and 8000 hours. Ruth was the recipient of the Amelia Earhart Scholarship Award in 1962. She is self-employed as a Flight Instructor and Charter Pilot. Ruth is a member of the Oregon Chapter of the Ninety-Nines and AOPA.

Kathleen is flying in her first TAR. She has a Private license with 225 hours. She works as an agent for the Union Central Life Insurance Co. Her husband, Billy, is also a pilot and they have two children. Kathleen is a member of the Oregon Chapter of the Ninety-Nines, OPA and NWAAA.



#79

PILOT (L): ELEANOR L. ECHOLS, Baltimore, Maryland
CO-PILOT (R): NANCY LYNAM, Alameda, California
AIRPLANE: Piper Cherokee PA-28. 180 h.p.
SPONSORS: A B & F Maintenance Corp., Washington, D.C.; Friendship Flying Service, Baltimore, Maryland

This is the second TAR for Eleanor who has a Commercial license with 385 hours. She has done some ferry work of Cherokees from Vero Beach to her home base. She works as a secretary. She has three daughters and five grandchildren. Eleanor is a member of the Maryland Chapter of the Ninety-Nines.

Nancy is flying her fourth TAR and was co-pilot with Ellen Bateman when they placed second in 1963. She has a commercial license with 1200 hours, is a flight instructor and teaches the AOPA Flight Safety Clinics. Her husband, Donald, is with the U.S. Navy and is a test pilot. They have three children. Nancy is a member of the Bay Cities Chapter of the Ninety-Nines, CAP, NAA and AOPA.



#80

PILOT (L): WANDA STRASSBURG, San Luis Obispo, California
CO-PILOT (R): MARCI BARNET, San Luis Obispo, California
AIRPLANE: Beechcraft Musketeer, 23 II. 165 h.p.
SPONSORS: San Luis Obispo Chamber of Commerce; Norman Larson Co., Van Nuys, California

This is the first TAR for this team and pilot Wanda has a Commercial license with 324 hours. She teaches Ground School in Adult Evening Schools and works for Coastal Airlines, Inc. Her husband, Don, is a pilot and they have two daughters. Wanda is a member of the Santa Barbara Chapter of the Ninety-Nines, San Luis Obispo Pilots Assn., Congress Aviation Assn. and the San Luis Obispo Adult Education Staff.

Marci has a Private license with 100 hours. Her flying is mostly for pleasure and she follows auto racing. This is a new type of racing for Marci. She and her pilot husband, Bob, have three boys and one daughter. Marci is a member of the Santa Barbara Chapter of the Ninety-Nines, San Luis Obispo Pilots Assn. and is secretary of the California Congress Aviation Assn.





#81

PILOT (L): PATTI M. JONES, Chelmsford, Massachusetts
CO-PILOT (R): JEANNE BENNETT, Claremont, New Hampshire
AIRPLANE: Cessna 206. 285 h.p.

SPONSORS: Eagle Publications, Claremont, N.H.; New England Steel Building Co., Inc., Chelmsford, Mass.

Patti is flying in her first TAR and she has a Commercial license with 265 hours. She has flown in the AWNEAR. She is an electroencephalograph technician and swimming instructor and works at the Girl Scout Camps every summer. She and her pilot husband, Donald, have four children. Patti is a member of the New England Chapter of the Ninety-Nines, AOPA, National Aerospace Ed. Council and American Society of E.E.G. Technicians.

Jeanne is also flying in her first TAR. She has a Private license with 185 hours. She has flown in the AWNEAR. She works with her husband as Vice President of the Eagle Publications and does aerial photography. Her husband, Edward, is not a pilot and they have four children. Jeanne is a member of the New England Chapter of the Ninety-Nines, President of the Claremont Flying Club and belongs to the N. E. Press Assn.



#82

PILOT (R): AUDREY M. SCHUTTE, Canoga Park, California
CO-PILOT (L): MARILYN J. ARNOLD, Chatsworth, California
AIRPLANE: Cessna 172. 145 h.p.

SPONSOR: Kappair, Van Nuys, California

This is the fifth TAR for Audrey who has a Commercial license, SMEL, Instructor, Instrument and Instrument Instructor ratings and 3000 hours. She is employed as Chief Flight and Ground Instructor for her sponsor, Kappair. Her husband, Ray, is also a pilot and they have two children. Audrey is a member of the San Fernando Valley Chapter of the Ninety-Nines and AOPA.

Marilyn is flying in her first TAR. She has a Commercial license with 200 hours. She is employed as an executive secretary with the American Broadcasting Co. in Hollywood. She is a member of the San Fernando Valley Chapter of the Ninety-Nines, AOPA and CAP.



#83

PILOT (R): ELLEN R. TRINDLE, Sherman Oaks, California
CO-PILOT (L): ELIZABETH F. SVENSON, Van Nuys, California
AIRPLANE: Piper Cherokee PA-28. 180 h.p.

SPONSORS: A Friend and Enthusiastic Husbands

This will be the second TAR for Ellen who has a Commercial license and 331 hours. She has done ferry work and flies to her favorite sports of water skiing and fishing. Her husband, James, is also a pilot and they have three children. Ellen is a member of the San Fernando Valley Chapter of the Ninety-Nines, AOPA, NPA, Amer. Soc. of Clinical Pathologists.

Elizabeth is flying in her first TAR. She has a Private license with 154 hours. Elizabeth was a stewardess with United Airlines and now flies her non-pilot husband, Harold, and their four children on week-end outings. She is Vice-Chairman of the San Fernando Valley Chapter of the Ninety-Nines, a member of AOPA, and Clipped Wings of UAL.



#84

PILOT (R): PATRICIA GLADNEY, Los Altos, California
CO-PILOT (L): JEANNE McELHATTON, San Francisco, California
AIRPLANE: Cessna 180. 230 h.p.

SPONSOR: Jim Duncan School of Flying, Palo Alto, California

Pat is flying in her fourteenth TAR. She has a Commercial license with SMELS, Instructor and Instrument ratings and 9800 hours. Pat taught flying during WW II and was a WASP. She was the first winner of the Amelia Earhart Scholarship Award. Her husband, Jack, is an airline captain. Pat works as a flight instructor for her sponsor. They have two daughters. Pat is a member of the Santa Clara Valley Chapter of the Ninety-Nines, AOPA and the Palo Alto Flying Club.

Jeanne is flying in her fourth TAR. She has a Private license with 820 hours. Last year she flew to South America in her Cherokee. Presently she is teaching ground school for Comstock Aviation Co. Her husband, Dave, is a well-known radio personality on CBS in San Francisco. They have three children. Jeanne is a member of the Santa Clara Valley Chapter of the Ninety-Nines and AOPA.

#85

PILOT (L): BARBARA E. LONDON, Long Beach, California
CO-PILOT (R): TERRY L. LONDON, Long Beach, California
AIRPLANE: Cessna Skyhawk 172. 145 h.p.

Barbara is flying her sixth TAR but having served on the AWTAR Board for several years, she has flown the race many times as an official. She has a Commercial license with SMELS, Instructor and Instrument ratings and 4000 hours. Barbara was a WASP during WW II and is presently employed in an administrative and flying capacity for CWFA of Long Beach. Her husband, Jack, not only is a pilot but for many years has been the official starter for the POWDER PUFF DERBY. They have two daughters. Barbara is a past International officer of the Ninety-Nines and is a member of the Long Beach Chapter.

Terry is daughter number one and has a Private license with 120 hours. She works part time for Claire Walters Flying Academy and has done some ferrying of parts for them. She is a student at Long Beach State College.



#86

PILOT (R): FLORENCE DITTMAR, Los Angeles, California
CO-PILOT (L): JUDITH PARKER, Encino, California
AIRPLANE: Mooney Mark 21. 180 h.p.
SPONSOR: Thunderbird Aviation

This will be the fourth TAR for Florence who has a Commercial license with 1350 hours. Florence has flown in Canada, Mexico, Bahamas and Germany. She is Chairman of the San Fernando Valley Chapter of the Ninety-Nines. Her husband, Robert, is not a pilot and they have two children. Florence is a member of AOPA and Valley Airmens Assn.

Judith is flying in her second TAR. She has a Private license with 135 hours. She did much of her flying when she lived in Mexico. Her husband, Daryl, is a pilot and they have three children. She is a member of the San Fernando Valley Chapter of the Ninety-Nines and AOPA.



#87

PILOT (R): PAT STOUFFER, Napa, California
CO-PILOT (L): BETTE D. SMITH, Napa, California
AIRPLANE: Cessna Skylane. 230 h.p.
SPONSOR: Local Business Men and Friends of Flying

This is the fourth race for Pat who has a Commercial license with 500 hours. Pat flies because she wants to and it's mostly for pleasure. She is a teacher in the Napa City Schools. She is a member of the Redwood Empire Chapter of the Ninety-Nines and AOPA.

Bette is flying her first TAR. She has a Private license with 150 hours. She flies for pleasure and is employed as secretary for a construction firm. Her husband, Newell (Bob), is also a pilot and they have three children. Bette is a member of the Redwood Empire Chapter of the Ninety-Nines and AOPA.



#88

PILOT (L): PHYLLIS CANTRELL, Santa Rosa, California
CO-PILOT (R): SANDY CANTRELL, Santa Rosa, California
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSOR: Dymo Industries, Inc., Emeryville, California

This will be the fourth TAR for Phyllis who has a Commercial license with SMEL and CFI ratings and 1450 hours. She placed fifth in the 1965 race. She is part time flight instructor for Let's Fly Inc. Her husband, Rex, is a pilot and they have four children, two of whom have gotten their Private licenses. Phyllis is Vice-Chairman of the Redwood Empire Chapter of the Ninety-Nines and is a member of AOPA.

Sandy, one of Phyllis' twin daughters, is flying in her first TAR. She has a Private license with 70 hours. She hopes to be an airline stewardess. She attends the Santa Rosa Junior College.





#89

PILOT (L): Virginia Wegener, West Covina, California

CO-PILOT (R): Marilyn Norton, Upland, California

AIRPLANE: Cessna 182. 230 h.p.

SPONSORS: Ginny's Flying School, The Jack Wegener Co., LaVerne, California

Virginia is flying her second TAR. She is a Certified Flight Instructor with a Commercial rating and 450 hours. She owns and operates Ginny's Flying School at Brackett Field. Her husband, Jack, is in aircraft sales and they have three daughters. Virginia is a member of the San Gabriel Valley Chapter of the Ninety-Nines, Skylarks and Pomona Valley Pilots Assoc.

This is Marilyn's first TAR. She is a private pilot with 175 hours and flies for fun. Her husband, John, is a builder in Upland. They have three girls and one boy. Marilyn is a member of the San Gabriel Valley Chapter of the Ninety-Nines.



#90

PILOT (L): ESTHER L. PHIPPS, Sacramento, California

CO-PILOT (R): JUDITH PHIPPS LAGOMARSINO, Yuba City, California

AIRPLANE: Helio Courier Mark II. 250 h.p.

SPONSOR: Stolarco, Inc., South Seattle, Washington

This will be the third TAR for Esther who has a Commercial license with SMEL, Rotorcraft, Helicopter and Instrument ratings and 1100 hours. She is co-owner of the West Coast Avionics and this past year won the Sacramento Valley Chapter of the Ninety-Nines Woman Pilot of the Year Award. Her husband, Dr. Lewis E. Phipps, is also a pilot and they have two children. Esther is a member of Whirly Girls, AOPA, Good Year Blimp Club, Lady Bugs, Medical Auxiliary.

Judith is flying her second TAR. She has a Private license with 127 hours. This is her second time to fly as co-pilot for her mother. She is employed as a bookkeeper for Yuba City Bowl. Her husband, Norman, is not a pilot and they have two sons. Judith is a member of the Sacramento Valley Chapter of the Ninety-Nines.



#91

PILOT: DARLA ANN LEWSADER, Arlington, Texas

AIRPLANE: Beechcraft Bonanza. 250 h.p.

SPONSORS: Humble Oil, Ft. Worth, Texas; Downtown Airpark, Oklahoma City, Oklahoma

Darla has chosen to fly solo in her first TAR. She has a Commercial license with 260 hours, Rotorcraft and Helicopter ratings. Her husband, Douglas, is a fixed base operator at Arlington and Darla works as pilot and secretary. She and her husband have three children. She is a member of the Ft. Worth Chapter of the Ninety-Nines, AOPA and the Whirly Girls.



"UNOFFICIAL WCBS-TV Documentary Unit, TAR #92"

PILOT (L): Merle Chalow, Newfield, N. J.

CO-PILOT (R): Joan Murray, New York City

AIRPLANE: Aero Commander 200. 285 h.p.

Merle has officially flown three TARs, twice as solo placing fourth each time. She has a Commercial license with Instrument and Instrument Instructor ratings and 800 hours. All the family flies; Dad owns an airport, Mother is a Ninety-Nine and her 15 year old sister is learning to fly. Merle is a chemistry major at Bucknell University. She is a member of the Eastern Pennsylvania Chapter of the Ninety-Nines, AOPA and the Flying Farmers.

Joan is flying as the official newscaster doing the commentary for the WCBS-TV documentary. Her interest in flying started when she was chosen to star in the WCBS-TV documentary "The Small Plane Boom" which carried her through her first flight to solo last year. Joan has been a model, actress, writer and hostess for many TV programs, including "Women on the Move". She is the daughter of a Fullbright Scholar and she attended Ithaca and Hunter Colleges.

OPENING DAY POWDER PUFF DERBY ENTRIES RECEIVE TAKE-OFF POSITIONS

On the day entries opened, April 15th, 37 eager crews, hopeful of gaining the coveted #1 position for take-off in the 20th Anniversary 2766 mile Powder Puff Derby to be flown from Seattle, Wash. to Clearwater, Fla., posted their applications and a drawing to determine race number positions was performed in the skyscraper Pan Am Building, New York City, by Capt. Harold E. Gray, veteran pilot and President of Pan American World Airways, Inc.

Capt. HAROLD E. GRAY, able administrator and famed pilot dating back to 1929, holds the distinction of qualifying in 1934 as the first Master of Ocean Flying Boats, the highest pilot rating. He commanded the Boeing flying boat, Yankee Clipper, which carried passengers and mail on the first scheduled transatlantic flight. His background of flight training at Brooks and Kelly Fields in Texas, service in the Army Air Corps and pioneering of Pacific and Atlantic routes have led him to contribute importantly to the development of improved pilot training programs, flight safety requirements and techniques, and accurate navigational methods, areas of continuing interest to the planners of the Powder Puff Derby.



Robert "Bob" Sanders, will again flag the racers off the Start Line immediately following the cutting of the ribbon by the helicopter piloted by Ilovene Potter.



Page Shamburger, Director of Terminus Press Relations. She is an aviation writer and regular columnist for Cross-Country News.

LEG PRIZES

Leg #	From	To	Award	Thanks to:
1.	Seattle	Pendleton	\$100.	\$50. from The Boeing Co., Inc.
2.	Seattle	Boise	25.	\$25. from Pendleton Air Motive, Inc.
3.	Pendleton	Pocatello	30.	\$25. from Umatilla Chapter Oregon Pilots Assoc.
4.	Boise	Rock Springs	50.	Idaho Dept. of Aeronautics
5.	Pocatello	Cheyenne	25.	Pocatello Chamber of Commerce
6.	Rock Springs	Kearney	125.	\$25. each from Norman Smith Trucking, Los Angeles;
				Boise Chamber of Commerce
				Norman Smith Trucking, Los Angeles
				\$50. each from Kizzier Chevrolet Co.; Baldwin Mfg. Co.
				\$25. First Investment Co.
			100.	Kearney Chamber of Commerce
			75.	\$25. each from Platte Valley Bank; Warren Barney Ins.
				Co.; Anderson Plumbing & Heating
7.	Cheyenne	Kansas City	100.	Topeka Aircraft Sales & Service
			60.	\$35. Craig's Aero Service, Kansas City, Kansas
				\$25. Independence Memorial Airport, Mo.
			40.	Friends of Greater Kansas City Chapter Ninety-Nines
8.	Kearney	Cape Girardeau	100.	Cape Girardeau Chamber of Commerce
			75.	\$25. each from Walt Deyle Ins. Co.;
				Woodaire of Omaha; Lawson Products Inc.
			50.	Rockwell Mfg. Co.
9.	Kansas City	Chattanooga	150.	City of Chattanooga
			125.	\$50. each from TWA, K.C., Mo., Friend of Gr. K.C. 99's
				\$25. Wright Air Conditioning, Kansas City, Mo.
			100.	City of Chattanooga
			75.	\$25. each from Ford Aero Inc.; King's Flying Service,
				Kansas and Yellow Transit Lines, Mo.
			50.	City of Chattanooga
10.	Cape Girardeau	Augusta	100.	Cape Girardeau Chamber of Commerce
			60.	Bush Field, Augusta
			40.	Bush Field, Augusta
11.	Chattanooga	Lake City	150.	City of Chattanooga
			100.	Greater Chattanooga Chamber of Commerce
			50.	City of Chattanooga
12.	Augusta	Lake City	50.	Lake City Chamber of Commerce
13.	Augusta	Clearwater	100.	Bush Field, Augusta

AWARDS

FIRST PLACE

AWTAR trophy for pilot and co-pilot.
\$1000 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.)

*PGT-3 Instrument Rating Course to pilot.

*PDS-1 Complete Pilot's Digest to co-pilot.

Silver Tray (rotating). (Donated by Carolinas Chapter of The Ninety-Nines.)

Color Photograph of Winning Airplane. (Donated by Wolfe Adv. Agency, Snyder, Tex.)

SECOND PLACE

AWTAR trophies for pilot and co-pilot.
\$800 Cash.

*FC-6 W/FD-2 VFR Flight Case with 2 Sets
WAC/Sectional Dividers to pilot.

*E6B-2A All-aluminum "wind-easy" Computer to co-pilot.

THIRD PLACE

AWTAR trophies for pilot and co-pilot.
\$600 Cash.

*Set of Blue Books (East, Central, West Editions) to pilot.

*CSG-1A All-aluminum "pocket-size" CSG Computer to co-pilot.

FOURTH PLACE

AWTAR trophies for pilot and co-pilot.
\$400 Cash.

*RWP Record—"Weather for Pilots" to pilot.

*IH-1 Instrument Hood to co-pilot.

Space Needle Trophy (Donated by Space Needle Corp., Seattle, Wash.)

FIFTH PLACE

AWTAR trophies for pilot and co-pilot.
\$200 Cash.

*CR-3 6" Circular CR Computer to pilot.

*LO-9 Aircraft & Engine Log Book Kit to co-pilot.

SIXTH PLACE

\$100 Cash. (Donated by The Muter Company)

SEVENTH PLACE

\$50 Cash. (Donated by The Muter Company)

Highest Score for a Pilot Flying Solo.

\$100 Cash and Trophy. (Presented by Flying Magazine)

Highest Score of a Pilot from a country other than the United States.

\$100 Cash and Trophy. (Presented by Flying Magazine)

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 the AC Spark Plug Division, General Motors Corp., Flint, Michigan)

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 the CHAMPION Spark Plug Co., Toledo, Ohio)

For the Best Score Made in Each Class of Aircraft of Which There Are at Least Three in Competition.

\$50 cash each. (Presented by American Aviation Publications, Washington, D.C.)

1. Beech Bonanza and Debonair
2. Mooney
3. Cessna 172-175
4. Cessna 180-182
5. Cessna 206
6. Piper Cherokee 140, 150, 160
7. Piper Cherokee 180/235
8. Piper Comanche 180
9. Piper Comanche 250/260

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

\$50 Cash. (Donated by "A friend of The Ninety-Nines through the Michigan Chapter.")

Trays. (Donated by "A friend of The Ninety-Nines through the Central Illinois Chapter.")

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

Special Gift Certificate for 20th Anniversary
Choice of Jeppesen Ground School Training Course.

Highest Score by a Crew Whose Combined Time is 500 Hours or Less.

\$100 Cash and Trophy each to pilot and co-pilot.
(Presented by Flying Magazine)

*All these from Jeppesen and Company, Denver, Colorado

COURAGE



*C*ourage is the price that life exacts
for granting peace.

The soul that knows it not, knows no
release

From little things;

Knows not the livid loneliness of fear

Nor mountain heights, where better
joy can hear

The sound of wings.

How can life grant us boon of living,
compensate

For dull grey ugliness and pregnant
hate

Unless we dare

The soul's dominion? Each time we
make a choice, we pay

With courage to behold resistless day
And count it fair.

By AMELIA EARHART