

NINETEENTH ANNUAL

Powder Puff Derby



EL CAJON
CALIFORNIA
TO
CHATTANOOGA
TENNESSEE

JULY 3-7, 1965

OFFICIAL PROGRAM \$1.00

ALL WOMAN TRANSCONTINENTAL AIR RACE

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.

The Powder Puff Derby



July 3-7, 1965
El Cajon, Calif. — Chattanooga, Tenn.



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Amelia Earhart Memorial Scholarship



ALICE HAMMOND
Permanent Trustee



BRONETA EVANS
Permanent Trustee



EUGENIA HEISE
Chairman



RUTH RUECKERT
Vice-Chairman



BETTY GILLIES
Treasurer

In July of 1937 Amelia Earhart disappeared in an attempted flight around the world. The world was shocked. To the Ninety-Nines the loss was a personal one. She had been their first president, had suggested the name chosen for the organization (the number of charter members) and had been one of its most loyal supporters during the eight years of its existence. What could they do to carry on her unselfish interest and enthusiasm for all women in aviation?

Following the report of a study committee chairmanned by Ruth Nichols, a scholarship was finally selected as a "living memorial". The Amelia Earhart Scholarship Fund was created in 1940. With Alma Harwood and Margaret Manser serving as the first permanent trustees, the task of raising funds and working out the details of the trust was undertaken. At the International Convention of the Ninety-Nines in Albuquerque, New Mexico, in July 1941, under the presidency of Betty Gillies, the resolution legally establishing the trust was adopted. The care in drawing up the original terms is attested to by the fact that very few amendments have been necessary to keep it up-to-date.

The trust and its fund are administered by five trustees, two of whom are appointed by the Executive Committee of the Ninety-Nines to serve permanently, and three of whom are elected by the Ninety-Nine membership for three year terms on a rotating basis. All are Ninety-Nines.

The first award of \$150.00 was made in 1941. (Actually the accrued interest amounted to \$21.37 but generous Ninety-Nines helped out to make the award possible that year as well as in 1942). During the war years, 1943-46, no awards were made and the infant had a chance to grow. Since 1947, through chapter and individual contributions, the amount of the scholarship has gradually increased and this year, for the second time, three awards of \$700.00 each will be made, two through the trust and the third from the funds of The Ninety-Nines.

Except for Chapter contributions, half of which are applied to the current year's award, all donations are deposited in the trust and only the interest may be used.

In July 1963 under the leadership of charter member, Fay Gillis Wells, the Ninety-Nines gained well-earned publicity and the coffers of the trust were augmented in a celebration and flyaway from Atchison, Kansas of the Amelia Earhart Commemorative Airmail Stamp First Day Covers. Although the stamp is now out of print, some of these special First Day Covers may still

be obtained by sending a tax-deductible contribution of \$1.00 or more and a self-addressed stamped envelope to the Amelia Earhart Memorial Scholarship Fund, P.O. Box 625, Rancho Santa Fe, California, 92067.

WHO MAY WIN THE AWARD? She must be an active Ninety-Nine in good standing, have logged at least 200 hours as pilot-in-command, must intend to carry on some work in an aviation field (applications may be made in related fields such as teaching, research, engineering, mechanics, etc. as well as for advanced flight ratings), and must agree to maintain the certificate or rating acquired for at least two years.

HOW IS A WINNER SELECTED? Each chapter may submit one applicant for each twenty members. These in turn are screened by the Section Scholarship Committees. Depending on their quota of 1 per 100 members, they submit those they consider most deserving to the Trustees who grade them according to worthiness, based on past aviation accomplishments and the need of the applicant. Finally they are referred to the Honorary Judges, prominent people in various field of aviation—military, civil, educational, government, industry, etc. — who make the final determination of the winner(s).

HOW HAS THE AWARD BEEN USED? As an aid toward Commercial, Instructor, Instrument, Instrument-Instructor, Multi-engine, Link Instructor, and Airline Transport Ratings; for academic studies in Aeronautics and Journalism for a Master's Degree; for a Ground Engineer's license and Airframe and Powerplant Mechanics Certificate.

Through 1964 twenty-four scholarships have been awarded, and the great majority of the recipients are still using the training they received. Through them hundreds of students have received instruction. Some have financed a college degree through Charter flying. Some have taught in large universities. Some are FAA Flight Examiners. Some are widows who have been able to maintain small airports and educate their children. They have managed large operations on major airports. One has flown as co-pilot on a regular airline. Many of them have held office in The Ninety-Nines. They have taught Air Age Education in the secondary schools. The list is endless.

WHO WILL WIN IN 1965? The 25th, 26th and 27th winners will be revealed in Chattanooga in July during the 36th Convention of The Ninety-Nines, Inc.



Salute to the Powder Puffers

Hats off to the 19th All Women Transcontinental Air Race! To the 85% of Americans who have yet to get their feet off the ground, this race is the "Powder Puff Derby". To the casual passenger, the "Powder Puff" name rings a popular bell. However, all pilots know there is nothing "Powder Puff" about the skill, competition and sportsmanship that goes into this annual competition.

The annual AWTAR demands all the increasing skills that go into precision flying required on today's airways. The increased proficiency in licensing of today's AWTAR contestants reflects the progress and competency required in all phases of aviation. The 2,091 nautical miles from Gillespie Field, El Cajon, California to Lovell Field, Chattanooga, Tennessee present

every possible challenge in terrain and weather.

Perhaps the most important aspect of the "Powder Puff Derby" however, is the wonderful example of aviation that it sets for non-aviation people. We must talk to people not yet interested in aviation to find future airline passengers, new aircraft customers, new pilots and the enthusiastic air minded families required for a healthy, expanding industry.

I can think of no single better way of reaching this vast audience of 85% of our neighbors than the annual AWTAR. Here we show aviation in its best light. Here we have comely housewives, sometimes referred to erroneously as the "weaker sex", flying stock model aircraft, solving the seemingly complex problems of air navigation and precision operation of aircraft to attain the utmost in performance—and doing it day after day, plane after plane, without mishap.

The "Powder Puff Derby", and I use that phrase for the only 85% of our population who are "pave-ment pounders", gives general aviation—in fact aviation as a whole—a chance to reach non-aviation people with its best foot forward. Within our industry—among other pilots, their friends and family, the "Powder Puff" is a proving ground for modern aircraft.

Here is an event where engines are fire-walled, where air frames are operated at full design speeds, where turbulence and weather are conquered as a matter of routine. The resulting statistics are of great value to the industry since they give only a few unbiased listings of what today's airplanes will truly accomplish.

In the past twenty years that I have been watching airplanes taxiing up to our establishment in Las Vegas, Nevada, I have had the opportunity to watch this business of aviation grow, just as the "Powder Puff Derby" has grown. Many of the women pilots in this year's competition are personal friends, customers and visitors. Their contribution to the general health of general aviation will far out-weigh the prize money, trophies and glory that come with the contest. A "Powder Puff" has that touch of efficient glamour so badly needed to reach today's non-flyer.

To each and every contestant, to every behind-the-scene sponsor, to each husband who suddenly becomes a baby sitter, or to each friend who must merely sit on the side lines and wait for the results, consider the AWTAR well worth while.

Have a good flight, and may the most competent pilot or pilot team win. However, each non-winner will also be a winner with the experience of good competition, the companionship of other pilots and the knowledge of having contributed something tangible to the growth of aviation.

GEORGE CROCKETT
President, NATA

Tribute

TO THE LEADERSHIP.... CONVEYING OUR RECOGNITION TO THE EARLY PLANNERS AND BUILDERS OF THE ALL-WOMAN TRANSCONTINENTAL AIR RACE.

To MARDO CRANE,



pioneer chairman, who with Darlene "Dee" Thurmond and Irma "Babe" Story, drew up the very first rules and regulations of the race. Mardo's continuing interest in the Powder Puff Derby recently led her to form a Speakers' Bureau within the Redwood Chapter of the Ninety-Nines, the aim of which is to acquaint more people with the increasingly popular race. Speakers also include past racers in the Chapter, Myrtle Wright and Phyllis Cantrell among them.

In addition to flying, Mardo, a former WASP, has four novels under revision and raises Cairn terriers.

In 1950 the All-Woman Transcontinental Air Race was incorporated; the first directors—Mardo, Betty Gillies, Arlene Davis and Ethel Sheehy.

To BETTY GILLIES



who assumed the Chairmanship in 1952 and continued to lavish her talent and devotion to its growth through the 1961 race. A charter Ninety-Nine, 5th International Ninety-Nines President, Treasurer of the Amelia Earhart Memorial Scholarship Fund, Betty will again fly the "AWTAR Special", her Beech Baron, to transport key race board members from El Cajon to Chattanooga.

Working closely with Betty during those years handling the job of Treasurer and race headquarters in California, was BARBARA J. LONDON, who continued on in the capacity of West Coast Representative and Vice-Chairman.

TO THE RACERS.... CONVEYING OUR RESPECT TO THEM FOR DEMONSTRATING THEIR SKILLS AND ACHIEVEMENTS.

To THOSE *who upgrade their knowledge and skill in order to compete in the race.*

To THOSE *who plan for years ahead to obtain a plane, sponsor support and time off in order to race.*

To THOSE *who race year upon year, determined to achieve the top spot, erstwhile enjoying the challenge and companionship provided by the competition.*

The forty to fifty percent newcomers to the Powder Puff Derby each year sometimes feel that they are competing against the "professionals." A professional in most sports is one who participates for money, and many refrain from this status. In flying, however, it is the goal of most pilots to gain the ratings necessary to become "commercial"—to qualify as advanced pilots. Most air races offer money as prizes. These are usually conducted under the rules of the Federation Aeronautique Internationale and sanctioned by the National Aeronautic Association, representative of the FAI in the United States, which exact certain vital standards in the conduct of the event.

In the general sense, then, all who race are "professionals." The reference is used, however, to denote those pilots who earn more than fifty percent of their livelihood by flying—charter flights or flight instruction. The flight instructor, with thousands of hours sometimes, spends much of her time doing "bumps and grinds", go-rounds, in the airport pattern, or repeating triangular cross country treks sitting out the inexperience of her students. Usually only ten percent in each derby qualify for this label.

The true professionals in the race today are mainly those who love to fly and often own their own planes. These girls, the "housewife professionals," can and do turn out polished per-

formances. They study the characteristics and performance of their planes; they check gas consumption at various altitudes and settings—they keep "little black books" of vital airplane data; they develop good, sharp habits. Every flight they make is a precision one, and they enter several races each year.

A look at the 1963 Powder Puff Derby results reveals that out of the top five places with ten pilots and co-pilots, only ONE (who placed 4th) was a "business professional" (aviation for a living). In 1964 only two out of the top five places with eight pilots and co-pilots were business professionals, the highest placing being third spot. In BOTH years, out of the top ten places, with seventeen pilots and co-pilots, only five were "business professionals."

It has been said that after the studying, the practicing and the preparation, "IT'S THE SPIRIT THAT MAKES THE DIFFERENCE."

We say, "It's anybody's sky"—it's up to YOU.

Good luck to ALL.

Jay A. Buick
Chairman
Board of Directors, AWTAR, INC.

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 15th year on the Board, her fourth as chairman. Kay has raced in 5 TARs, holds a commercial license SMEL and instructor ratings and 4450 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 is a past International President of the 99s.



BARBARA LONDON, Vice-Chairman, serves her 15th year on the Board. She is West Coast Representative and has flown 4 TARs. She holds a commercial license SMELS with instructor ratings and has 3600 hours. During WWII she was a WASP squadron leader and is presently a major in the USAFRes. She graduated from the University of Washington. Barbara has served on the Executive Board of the 99s.

LOIS FAIRBANK, Secretary, is serving her second year on the Board and is handling the promotional 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.



BARBARA EVANS, Treasurer, is serving her fourth 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 N.Y.-N.J. Section Governor, International Treasurer and Secretary of the 99s and member of the 99 Executive Board. She attended Northwest Christian College, Oregon. Barbara has edited the official race program for three years.

ALICE HAMMOND, has been flying for 33 years and has 2950 hours. She will be racing in her 12th TAR this year. Alice served as Lt. Col. on the Staff of the Great Lakes Region C.A.P. and was an instrument flight instructor. She attended Wellesley College and received a B.A. from the University of Michigan. She is a past International President of the 99s and is a Permanent Trustee of the Amelia Earhart Memorial Scholarship Fund.



THERESA VASQUES, is serving her sixth year on the Board and has flown the TAR three times. She is a Senior Research Engineer with General Dynamics / Astronautics. She holds a commercial license and is the board member in charge of handicap operations. She obtained her B.A. from Hunter College, her M.A. from Columbia in math, and did graduate work there in aeronautics. Terry has been chairman of the San Diego Chapter of the 99s.

MARIAN BANKS, has been on the Board six years and is the Route Director. She has a commercial license, ground instructor and instrument ratings. She has flown in the TAR eight times and received her B.S. in accounting from San Diego State College this year. Marian did the early Route Survey for the 1965 race.



MARGARET ROSS, has been on the Board five years. She flew the TAR in 1961 and has previously been Race Inspection Chairman at the Start. She is presently in charge of inspection for the Board. She attended Ball State University, Indiana. She is treasurer of the Long Beach Chapter of the 99s.

PRISCILLA WILSON, is serving her first year on the Board. She has a commercial license SELS, and is an Aeronautical Engineer. Pat has flown in the TAR and was NAA Chief Timer in 1961, NAA Judge in 1963. She is currently chairman of the Greater N.Y. Chapter of the 99s. Pat is the Board member responsible for the timing.



MARIAN ANDREWS LOPEZ, is serving her first year on the Board. She has flown three TARs. She was co-chairman of the race terminus in 1961 and 1963. She is past Governor of the N.Y.-N.J. Section. Marian, a free lance artist, has done the race program cover for 10 years. She designed the First Day Covers for the A E Commemorative Stamp and is now on a Navy assignment to do paintings of the Blue Angels. Marian received her B.S. in Ed. from Mass. College of Art.



AWTAR...thanks

the following **Ninety-Nine Chapters and Sections** for their contributions to the 1965 race

Abilene	Greater St. Louis	Sacramento Valley
Alabama	Iowa	San Antonio
Bakersfield	Kansas	San Diego
Bay Cities	Long Beach	San Fernando Valley
Cape Girardeau	Los Angeles	San Gabriel Valley
*Central Illinois	Maryland	San Joaquin Valley
Chicago Area	Memphis	Shreveport
Dallas	Michigan	South Dakota
Eastern New England	Middle East Section	Tennessee
Eastern Pennsylvania	Mississippi	*Tip of Texas
Eastern Washington	Montana	*Tucson
Far West	Northern New England	Tulsa
Fresno	Orange County	Washington, D.C.
Georgia	Oregon	Western New York
Greater Kansas City	Ozark	Wisconsin
	Phoenix	

* These include individual contributions.

About The Ninety-Nines

The Ninety-Nines, Inc., International Organization of women pilots organized in 1929 with ninety-nine charter members, hence the name, has today a membership of over 2100 representing 20 countries. The purpose 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."

Last July 24th, the 99's carried out a very successful celebration of the Amelia Earhart Commemorative Air-mail Stamp First Day Cover under the leadership of Charter Member Fay Gillis Wells. The fly-away of these first day covers was given a great deal of publicity pointing up the fact that 7 Charter Members flew these covers out of Atchison, Kansas to various points in the U.S. and from these points, hundreds of Ninety-Nines participated in flying the covers to all state capitals. These covers are now available for a tax-deductible contribution of \$1.00 each to the AE Scholarship fund of the 99's.

Activities of the 99's include:

- .. Amelia Earhart Memorial Scholarship Fund which gives an annual award to a member to further her training in aviation
- .. AWTAR and local races, penny-a-pound flights, fly-ins, spot landing contests, air meets
- .. Airmarking of cities and airports
- .. Instructing, consulting, teaching and lecturing in Air Education
- .. Providing scholarships for Air Education Workshops
- .. Flying Search and Rescue Missions as well as helping to train Civil Air Patrol Cadets
- .. Sponsoring and guiding many Wing Scout groups
- .. And many more.

The Ninety-Nines is an organization of which we can be proud.

BOARD OF DIRECTORS, AWTAR, INC.

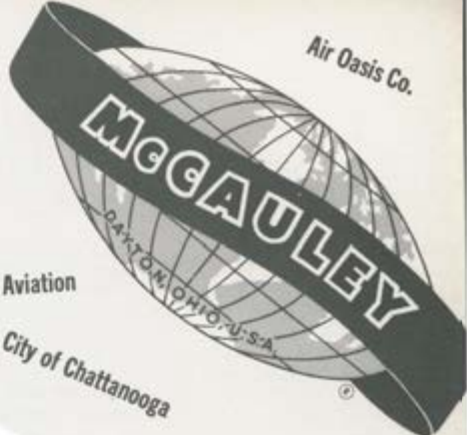


AIR FACTS

City of El Cajon



Air Oasis Co.



Inter Air Mfg. Co.



Rudy Chalow

Belmont Aviation

City of Chattanooga

Tanger Aviation Sales

Beechcraft

Palomar Piper Aircraft Sales



Thank You

Cessna



AIRCRAFT SPARK PLUGS



Airlift International, Inc.

Fisher Aircraft Co.



Lycoming

Aero Brokerage Corp.

Hawthorne

AVIATION

U.S. Coast & Geodetic Survey

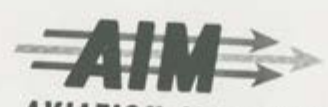
Glenn Buffington

Tennessee Chapter of the Ninety-Nines



Jeppesen & co.

El Cajon Chapter of the Ninety-Nines



AVIATION INSURANCE MANAGERS, INC.



Test Pilots: Jack London, John Mullin

HUMBLE OIL & REFINING COMPANY

El Cajon Flying Service

U.S. Weather Bureau

Norman Larson Co.



Medina Aircraft Co.

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.

Official Timers and Judges

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

Private 850 hrs.
Flown TAR & IAR



JAN WARRICK
Alabama

Private 300 hrs.
Flown 2 AWNEARS
Previous Timer



EVELYN BRYAN SMITH
Tennessee

Private License
School Teacher



EDNA DAVIS
Tennessee



POWDER PUFF DERBY
JUL 6 7 39 PM '65

LOIS L. WARTMAN
Rhode Island

Private 250 hrs.
Flew/TAR
Timer/TAR



MARY SAWYER
Mississippi

Private - Glider
Timer 5 years
Flown TAR



HELEN DICK
California
Timer/Judge

MAXINE SMITH
California
Timer/Judge

Commercial SMEL
Flight Instructor
Instrument
2000 hrs.
Flown 4 TARs



FRANCES GUSTAVSON
Nevada



LOUISE THADEN
Chief Judge



Judge/Chief Timer, Start
Comm. SMEL—WASP
Flown TAR
Timer 10 years

SYLVIA ROTH
Judge



No. Carolina
Bendix Trophy Winner
Charter Member 99's

Comm. SMELS ATR Instructor
8000 hrs. Flown 8 TARs

The timers are official NAA representatives and are responsible for the accurate recording of times off at the start of the race and times over the finish line. They also officially confirm the results as computed by Univac. In the event a protest is filed, they serve on the Judges Committee and see that FAI regulations are upheld. Simplex clocks are used throughout the race.

Inspectors



Ruth Nitzen, Calif.
Commercial License
700 hours
Flown 7 TARs



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



Barbara Brotherton,
New Jersey
Private Pilot
Flies own Cherokee 180



Chairman—Terminus
Peggy Borek, Pennsylvania
Commercial License,
Flown TAR, Race Inspection
six times, Timer twice.

Our Thanks to Univac

Back in 1960 something completely different was added to our traditional POWDER PUFF DERBY air classic, a UNIVAC Solid-State Electronic Computer. This computer calculated the elapsed time scores of contestants' aircraft, each with its own particular handicap, and determined automatically the overall Derby winners as well as Leg prizes (routes between official refueling airport stops).

This year, Sperry Rand Corporation's UNIVAC Division will once again supply us with 'computer power' for the air race. This time the new and modern high speed UNIVAC 1107 Thin-Film Memory Computer will determine each contestant's handicap. Then,

after the race is over, the 1107 will consult its enormous memory containing the pre-set handicap 'par speeds' for each plane. By matching par speeds to results, the 1107 will determine, within one minute, the winners. In addition, the computer will automatically list the winners for best lap scores, best in each aircraft class, and other specialized categories.

UNIVAC's 1107 Thin-Film Memory Computer is capable of operation at fantastically high speeds measured in nanoseconds (billionths of a second). In aeronautical terms, a contestant flying one mile in one nanosecond could complete the race more than 400,000 times in just one second.



Sponsors



#19 Monarch Flight Sales and Service, Burbank, California



#7 Bellanca by Inter Air Mfg., Inc., Plainview, Texas



#27 Hartzog - Schneck, Rockford, Illinois



#36 Central Bucks Aero, Inc., Doylestown, Pennsylvania



#58 Ramada Inns and Phoenix Beauty Supply, Inc., Phoenix, Arizona



#5 Trimble Aviation, Inc., Flint, Michigan

Sponsors



#24 Superior Pontiac Cadillac, Flint, Mich.



#20 Martin Aviation, Inc., Santa Ana, California



#18 Mr. John W. Thompson, Garden Spot Airpark, Inc., Reading, Pennsylvania



#2 Peter Eckrick & Son, Inc., Fort Wayne, Indiana



#14 Memphis Aero Corp., Memphis, Tennessee



#28 Stokely-Van Camp, Indianapolis, Indiana



#70 Sun Line Aviation, Miami, Florida
International Sportsman's Club, Freeport, Grand Bahama



#73 Philadelphia Fund, Inc., New York, New York



#41 Jack Wegener Co., La Verne, Calif.; Klopfenstein, Binckes & Smeltzer Insurance Agency, Inc., Pomona, Calif.



#15 Mac-Air Aviation Corp., Islip, New York



#52 Price Piper, Inc., Spokane, Washington



#12 Robbins Airborne, Mississippi Insulations, Standard Oil of Kentucky

Sponsors



33 Muter Co., Chicago, Ill., Aircraft Picture Frame Shop, Denver, Colo.



40 Pacific Western Aviation, Van Nuys, California



51 Air Travelers, Van Nuys, California



53 TideAir Inc., Shamrocks Drum and Bugle Corps, Space Needle Corp., Bellevue Airfield, Olympic Western Hotel, Enumclaw Jaycees—Washington



74 W. R. Laudenslager, Red Bank Airport, New Jersey



75 Kensair Corporation, Broomfield, Colorado

Gillespie Field

Santee, County of San Diego

Site of the 1965 Powder Puff Derby Start



The City of El Cajon, County of San Diego and the East County Chambers of Commerce welcome the "99's" to Greater El Cajon Valley. We invite you to enjoy our community, utilize our expanding aviation facilities and come back often.



Members of the Aviation Committee, El Cajon Chamber of Commerce:
Left to Right, standing, Charles Cordell, Gerald Hollingsworth;
seated, Charles Ferree, Manager of the El Cajon Chamber of
Commerce, James Snapp, Chairman of the Aviation Committee,
and Fred Hunt.

The Start



Members of the El Cajon Valley Chapter Powder Puff Start Committee: Left to Right, Leah Liersch, Transportation Chairman; Barbara Hill, Impound Chairman; Isabelle McCrae, Official Chairman of the 1965 Start; Darlene Sanders, Field Operations Chair-

man; Aileen Saunders, Social Chairman and Accommodations Chairman; and Ida Gay, Hospitality Chairman. Conspicuously missing from the picture is Anna (Boo) Christensen, Co-Chairman of the 1965 Start.

WE WISH TO THANK:

County of San Diego
City of El Cajon
El Cajon Chamber of Commerce
City of La Mesa
La Mesa Chamber of Commerce
Santee
Santee Chamber of Commerce
San Diego County Airport Comm.
Sheriff's Aero Squadron
Civil Air Patrol
Federal Aviation Agency
Nutter Appliance Repair
Patrick O'Toole, National Shows, Inc.

Town & Country Hotel
Air Force Association
Marine Corp. Bank, M.C.R.D.
Singing Hills Country Club
Convair, General Dynamics
Fluidgenics, Inc.
Kraft Food Company
BOAC
Delta Airlines
Safeway Stores, Inc.
Marck Motors Ford
Truman Motors
Jack H. Lopshire, Plastering Contractor

First National Bank
Centre City Travel Service, Inc.
SAS, Inc.
Mr. Curt Whited
Mr. Bruce Gustafson
Ballantyne Buick
Courtesy Rambler
Cunningham Chrysler-Plymouth
Hatch Chevrolet
Lukens Pontiac
Tipton Oldsmobile
Valley Mercury
Standard Oil Co. of California

PROGRAM OF EVENTS

Tuesday, June 29

11:00 a.m.
Tour Grossmont Shopping Center
12:00 noon
Luncheon, Diamond Jim's, Grossmont Shopping Center, La Mesa
5:00 p.m.
Impound Deadline
8:00 p.m. until??
Welcome Party, Town & Country Hotel, sponsored by A.C. Spark Plug Division & Pacific Airmotive Corp.

Wednesday, June 30

9:00 a.m.
Departures for Singing Hills Country Club for golf, swimming, etc.
5:00 - 7:00 p.m.
Wine Tasting at Singing Hills Country Club, sponsored by Paul Masson Winery
8:00 - 10:00 p.m.
Luau Buffet Dinner at Singing Hills Country Club

Thursday, July 1

6:30 - 7:30 p.m.
Cocktail Party at Elks' Club, El Cajon
7:30 p.m.
Take-off Banquet, Elks' Club

Friday, July 2

2:00 - 5:00 p.m.
Pilot Briefing, Atlas Room, Town & Country Hotel

Saturday, July 3

6:00 a.m.
Take-off Briefing & Breakfast, Atlas Room
9:00 a.m.
Take off at Gillespie Field

HONORARY STARTER: JOSEPH H. TIPPETS, *Director*
FAA Western Region

OFFICIAL STARTER: ROBERT B. SANDERS
SANTEE, CALIFORNIA

MC: BOB DALE, KFMB TV

The Amateur Ham Radio Net

Mrs. Carolyn Currens, W3 GTC, is chairman of the "Ham" Radio Net for the eighth year. She has worked with the Associated Radio Clubs of the Delaware Valley Area, for United Nations Week, and has helped time boat races and the Soap Box Derby. For the 14th consecutive year 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, to see that continuous information is sent in all directions. The net team is listed below.



**Carolyn Currens W3 GTC
Net Chairman**



Bob Sanders

Robert B. "Bob" Sanders is the Official Starter of this race and not until he has given his final "wink" at the planes do the "Hams" go into operation. Bob is a member of the San Diego County Sheriff's Aero Squadron whose members will assist him in the take off of this race. Bob has a Commercial license with Instrument and Instructor ratings, SMEL and 2600 hours. He has participated in several Race Starts and has helped in many Race Stops. Bob is a 49½'er and for you uninitiated, that is the other half of a 99(er). Thank you, Bob, for getting us into the air.

El Cajon, California

Betty Kuegeman K6 UTO
San Diego Young Ladies Amateur Radio Club

Tucson, Arizona

George McCullough W7 SQX
Tucson Amateur Radio Club

El Paso, Texas

George Nail K5 GSA
El Paso Amateur Radio Club

Midland, Texas

George Martin K5 ODH
Midland Amateur Radio Club

Dallas, Texas

Robert Jackson W5 FCP
Dallas Amateur Radio Club

Monroe, Louisiana

Sidney T. Grafton K5 BPK
Ouachita Valley Amateur Radio Club

Montgomery, Alabama

W. P. Sides W4 AUP
Montgomery Amateur Radio Club

Savannah, Georgia

James W. Parker W4 KGP

Chattanooga, Tennessee

Joyce Lawson K4 QNI
Frye Amateur Radio Club

Transcontinental Traffic

Interstate Side Band Net 3.985
Everett L. Hanna W9 NWK, Net Mgr.



**Robert Jackson
W5 FCP**



**Joyce Lawson
K4 QNI**



**James Parker
W4 KGP**

Some of the Ninety-Nine Stop Personnel



MONTGOMERY

L. to R.: Bennie Peters, Juanita Halstead, Elise Hilpern.



MONROE

L. to R.: Hazle Nealey, Dorothy Ports.



EL PASO

L. to R.: Mary Olmstead, Juanita Burdick, Win Griffin.



TUCSON

L. to R.: Byrd Howell Granger, Frances B. Francis, Chairman; Patsy D. Brooks, Vice-Chairman.



DALLAS

L. to R.: Lucille Hoffer, Menzies W. Turner, Dorothy Warren, Hugh Watters.



SAVANNAH

L. to R.: Emily Kelley, Louise Smith, Page Shamburger, Bebe Ragaz.

The Route

The 1965 route is 2,407 miles and embraces extensive portions of the famous Pony Express route. Contestants are required to clock in at Savannah, Ga. before continuing northwestward beyond the tip of the Blue Ridge Mountains into scenic Chattanooga. There are seven official en route airports, all of which are equipped with official Simplex time clocks for the purpose of recording contestants' arrival and departure times. On-the-ground time at these airports is not included in computing scores. Special arrangements have been made at these stops for handling and servicing planes and for accommodating crews that remain overnight. These arrangements have been co-ordinated by members of the Ninety-Nines as Stop Chairmen, assisted, among others, by representatives of the airport administrations, the Chambers of Commerce and the FAA Supervising Inspectors.



TUCSON INTERNATIONAL AIRPORT, Tucson, Arizona. The first designated stop on the route has a population of about 300,000 and is one of the oldest towns in the United States. It was an Indian village, "Stook-Zone", meaning "water at foot of Black Mountain." Present day Tucson is a health and winter resort and the business center of Southern Arizona. It is the home of the University of Arizona.

Tucson's International Airport is 2,630 feet above sea level, has two runways, the longest one being 12,000 feet. The field has a tower and weather information.

The Ninety-Nines Stop Chairman is Frances Francis, Vice-Chairman is Patsy Brooks and Official Timer is Byrd Granger. The Airport Manager is Charles Broman and the FAA Supervising Inspector is George E. South.



EL PASO INTERNATIONAL AIRPORT, El Paso, Texas. The "Home of the Sun Bowl," is located in the Southwestern corner of Texas. Ciudad Juarez, just across the Rio Grande, is the largest border city in romantic Old Mexico.

This International Airport is one of the nation's finest. Complete servicing facilities at Champs Aviation and Southwest Air Rangers makes El Paso an excellent stop for TAR pilots. The field elevation is 3,936'. It has four runways, the longest being 11,000', a tower and weather information.

The Ninety-Nines Stop Chairman is Mary Frances Seidl and Juanita Burdick is the Co-Chairman. James R. Mettler is the Airport Manager and Albert B. Meyer the FAA Supervising Inspector.



MIDLAND AIR TERMINAL, Midland, Texas. This is the business headquarters of the west Permian Basin oil field and the center of the cattle empire. The population is 68,417 and it is located on the southern edge of the staked plains, halfway between Ft. Worth and Dallas, Texas.

The airport has an altitude of 2,867', four runways, the longest 6,600', a tower and weather information.

The Ninety-Nines Stop Chairman is Charlotte Hunter, assisted by Hattie Currie. Darrell Adams is the Airport Ass't. Manager and Robert Wisener the FAA Supervising Inspector.

REDBIRD AIRPORT, Dallas Texas. The City of Dallas and its four "island" cities are famed as the industrial and commercial giant of the southwest, as well as a cultural and civic center. The area ranks high in the nation as an insurance center and also is important in the oil industry.

The airport elevation is 659' with runways of 4450' and 3800' long and 150' wide. All the taxi ways are 60' wide. The airport offers all facilities to the flyer from breakfast to dinner to box lunches—major and minor repairs—motels and all other types of Texas hospitality.

The Ninety-Nines Stop Chairman is Dorothy Warren; the Airport Manager is George J. Dickson, the FAA Supervising Inspector is Menzies W. Turner.



SELMAN FIELD, Monroe, Louisiana. Selman Field is three miles from the City at an elevation of 70'. It has three runways with the longest 5000'.

The City of Monroe was named for President Monroe but its origin was as Quachita Post, a Spanish settlement in the 1700's. It is a thriving metropolis, ever growing in industry and population. It is a very air-minded City, giving full support to its airport.

The Stop is being Chairmanned by Ninety-Nine, Dorothy Ports; the Airport Manager is Hank B. Hargrove and the FAA Supervising Inspector is Howard A. Hindert.



DANNELLY FIELD, Montgomery, Alabama. A city of 140,000 this is one of America's most interesting spots. At the State Capital a bronze star rests where Jefferson Davis took oath as president of the Confederacy. In 1910 Orville Wright trained the first civilian airline pilot on the site of the present Maxwell AFB.

Dannelly Field is 221' above sea level, has three runways, the longest one being 8,000', has a tower and weather information.

The Ninety-Nines Stop Chairman is Juanita Halstead, the Airport Director J. Josh Couch, Jr., and the FAA Supervising Inspector is Harley Clapsaddle.



TRAVIS AIRPORT, Savannah, Georgia. This is the only MUST STOP on the route this year. The elevation of the field is 50', it has three runways and the longest is 9000'. It is located seven miles from the City of Savannah.

Savannah is in the heart of the sunshine area of the Southeastern section of the United States and is a hub for trains, cars, steamships and airlines seeking the sun. Its history is abundant having been founded in 1733. It was here that Eli Whitney invented the famous cotton-gin.

The Stop is being manned by Ninety-Nines; Page Shamburger, Chairman and Louise Smith, Asst. Chairman. The Airport Manager is Elden E. Davidson and the FAA Supervising Inspector is Douglas B. Moore.



Beautiful. Historic CHATTANOOGA, TENNESSEE—ALL AMERICA CITY



Ralph Kelley, Mayor



Our Grateful

Thanks To:

Governor Frank Clement for declaring July 3 through July 10 as "Women in Aviation Week" throughout the State of Tennessee

Ralph Kelley—Mayor of the City of Chattanooga

Scott L. Probasco, Jr.—President of the Greater Chattanooga Chamber of Commerce—Co-Sponsors with the Tennessee Chapter 99's

James E. Martin—Director of the Tennessee Aeronautics Commission

Chattanooga Convention and Visitors Bureau

R. C. Strauss—Chattanooga Retail Merchants Association, Inc.

R. A. Worley—Promotions Committee Chairman Retail Merchants Assn., Inc.

W. E. Eckenrod, Jr.—Chattanooga Airport Manager

George F. Owen—Chief Air Traffic Control

Marvin M. Catron—FAA Area Coordinator

U. S. Weather Bureau—Mr. Burl Henry

Crossville Flight Service Station—Mr. James Denson

Humble Oil and Refining Co.

Champion Spark Plug Co.

First Flight Golf Co.

Delta Airlines Inc.

Civil Air Patrol Tennessee Wing Group 3

Wing Scout Troop #58

Mrs. Joyce Lawson representing local "Ham Operators"

Electric Power Board

Coca Cola Company

John F. Flewellen Inc.

Jones Packaging Machinery Co.

Tennessee Airmotive, Inc.

Silk Screen Sign Co., Inc.

Brainerd High School Art Classes

Mrs. George Fulghum, Teacher

J. B. Collins

National Rental Car

Hertz Rent-A-Car

All America Business Machine Co.

Victor Business Machines

Norton Company

Lawrence-Doster Motor Co.

Patten Rambler

Trotter Pontiac

Ayers Motor Co.

Zonta Club of Chattanooga

Kingston Pencil Corp.

Chattanooga — Terminus and Convention

Headquarters — Read House Hotel and Motor Inn

SCHEDULE OF EVENTS

Saturday, July 3

Race begins at Gillespie Field, El Cajon, California

Sunday, July 4

The Read House and Tennessee Chapter 99's ready to greet early arrivals. Registration opens.

Monday, July 5

Tours available of: Lookout Mountain, Rock City, Ruby Falls, Point Park
Bathing—Shopping

Tuesday, July 6

Bathing—Shopping
2:00 P.M.—Airlift tour to Sewart Air Force Base

Wednesday, July 7

A.M.—Free time for Tourist Tours
12:00 EST—Deadline to Finish Race
5:00 P.M.—Pilots Meeting
P.M.—Dinner Pan-O-Ram Club on side of beautiful Lookout Mountain overlooking the City and the Tennessee River

Thursday, July 8

Your International Convention Registration Opens
Afternoon: Governor's and Board Meetings
Afternoon: Fashion Show at Tivoli Theater by Chattanooga Retail Merchants Association, Inc.
6:30 P.M.—Social Hour—Read House
7:30 P.M.—AWTAR Awards Banquet—Dr. John Furbay, Speaker

Friday, July 9

Your International 99 Convention Begins



Overlooking the Chattanooga Municipal Airport are your Tennessee Chapter Terminus Committee Chairmen and Tennessee Aeronautics and Airport Officials.

Left to right: Dorathea Jones—Impound, Dorothy Patten—Terminus Chairman, Valerie Grant—Operations, Irene Flewellen—Publicity, Sarah Duke—Social, Mildred Jordan—Transportation, James E. Martin—Director Tennessee Aeronautics Commission, W. E. Eckenrod, Jr.—Airport Manager, and Harl A. Long—Supervisory Air Traffic Control Specialist. Terminus Chairmen not pictured: Ruth Thomas—Asst. Inspection, Lavonne Jolley—Registration and Accommodations, and Norma Mills—Program Sales.



Chattanooga Municipal Airport—Lovell Field
Chattanooga, Tennessee

William E. Eckenrod, Jr.—Airport Manager
A. L. (Chunk) Bender—Commissioner of Airport and Public Works

#1

PILOT (R): MARY ANN NOAH, Mission, Kansas
CO-PILOT (L): MARY AIKINS, Wichita, Kansas
AIRPLANE: Piper Cherokee PA-28. 160 h.p.

Fortune has smiled on this crew for they were last years' winners of the POWDER PUFF DERBY and also won the coveted first place take-off position in this 1965 TAR. Mary Ann will be flying her sixth TAR. She has a Commercial license with 1400 hours, SMEL, Instrument and Helicopter ratings. She and her pilot husband, Brooks, have four children. Mary Ann is a member of the Greater Kansas City Chapter of the Ninety-Nines, the K.C. Aero Club, NAA and AOPA. She is Chairman of the Flying Activities Committee of the Ninety-Nines.

Mary Aikins is flying her third TAR. Mary has a Commercial license with SMEL and Instrument ratings. With flying time of less than 300 hours, she won the 1964 Women's National Aerobatic Championship in her little Pitts Special. She and her husband, Charles, also a pilot, have three children. Mary is a member of the Kansas Chapter of the Ninety-Nines, EAA, AAA, and AOPA. She also serves on the Flying Activities Committee of the Ninety-Nines.

**#2**

PILOT (L): MARGARET RINGENBERG, Grabill, Indiana
CO-PILOT (R): MARSHA RINGENBERG, Grabill, Indiana
AIRPLANE: Beechcraft Bonanza J-35. 250 h.p.
SPONSOR: Peter Eckrich & Son, Inc., Ft. Wayne, Indiana

Margaret will be flying her ninth TAR this time with her daughter as co-pilot. Margaret has 4000 hours with SMEL and Instructor ratings. In 1964, she won the Indiana FAIR race. Margaret was a WASP during WWII. She and her non-pilot husband, Morris, also have a son who is still too young to fly. Margaret is a member of the Indiana Chapter of the Ninety-Nines and AOPA.

Marsha soloed on her 16th birthday and was taught to fly by her mother. She received her Private license as soon as she reached the ripe old age of 17 and now has 65 hours. Marsha is a high school student and a member of the Wing Scouts.

**#3**

PILOT (L): MARIAN BETZLER, Columbus, Ohio
CO-PILOT (R): FRANCES B. FRANCIS, Tucson, Arizona
AIRPLANE: Cessna Skylane 182. 235 h.p.

Marian is flying her seventh TAR. She has 2500 hours of flying time, a Commercial license with SMEL and Instrument ratings. Marian was a WASP during WWII. Her husband, Charles, is a former test pilot and they have two children. Together they operate a United-Rent-All (everything and anything). Marian is Vice-Chairman of the All Ohio Chapter of the Ninety-Nines, and has membership in CAP, Order of Fifinella and Tri Sigma Sorority.

Frances is flying her first TAR. She holds a Commercial license with 300 hours. Frances has flown in the IAR and the Michigan SMALL races. She and her pilot husband, Rod, have one daughter. At present, Frances is Chairman of the Tucson Chapter of the Ninety-Nines and is a member of the Aviation Committee of the Tucson Chamber of Commerce and AOPA.

**#4**

PILOT (R): ALICE H. HAMMOND, Arlington Heights, Illinois
CO-PILOT (L): JEAN H. PEARSON, Grosse Pointe Park, Michigan
AIRPLANE: Cessna 180. 225 h.p.

Alice will be flying her twelfth TAR. With over 2850 hours, she holds a Commercial license with SELS and Instrument ratings. Presently, she is serving on the F.A.A. Women's Advisory Committee on Aviation. Alice is a past president of the Ninety-Nines, a Lt. Col. in the CAP, and a Permanent Trustee of the AE Scholarship Fund. She also serves on the AWTAR Board and this year, Alice and her co-pilot will do the final route survey. She and her husband, John, also a pilot, have three children and one and one-half grandchildren.

This will be the eighth TAR for Jean. Her last race was as co-pilot for Alice in 1962. Jean has a Private license with 900 hours. She was a WASP and served as a Lt. Commander, USNR. Her occupation is as Aerospace and Science writer for the Detroit Free Press. Jean's husband, Morton, is now a student pilot. She is a member of the Michigan Chapter of the Ninety-Nines and the Aviation Writers Assn.





#5

PILOT (L): BERNICE STEADMAN, Flint, Michigan
CO-PILOT (R): MARY CLARK, Jackson, Michigan
AIRPLANE: Piper Comanche PA-24. 260 h.p.
SPONSOR: Trimble Aviation Inc., Flint, Michigan

Bernice is flying her ninth TAR. Along with her 11,000 hours, she has an ATR, SMEL, Instrument and Instructor ratings. Bernice is the owner-operator of Trimble Aviation (a good way to be sure of a sponsor). Her husband, Robert, is also a pilot. She is a member of the Michigan Chapter of the Ninety-Nines and Zonta International.

Mary is flying her sixth TAR and has co-piloted Bernice in previous races. Mary has a Commercial license and about 650 hours of flying time. She is employed as a production manager, is a member of the Michigan Chapter of the Ninety-Nines and Zonta International.



#6

PILOT (L): PATRICIA GLADNEY, Los Altos, California
CO-PILOT (R): JEANNE McELHATTON, San Francisco, California
AIRPLANE: Piper Cherokee PA-28. 150 h.p.
SPONSORS:

Bay Area Piper Dealers Assn: San Jose Piper, San Jose; Comstock Aviation, Inc., Oakland; Career Aviation Academy, Hayward; Navajo Aviation, Buchanan; and Nyström Aviation, Palo Alto, all California.

A rabbit's foot for Pat who will be flying her thirteenth TAR. She holds a Commercial license with Instrument and Instructor ratings, and 9100 hours of flying time. Pat was the first winner of the Amelia Earhart Scholarship Award. Her husband, Jack, is an airline captain with Pacific Airlines. They have two children. Pat is Secretary of the Santa Clara Valley Chapter of the Ninety-Nines, serves on Project MAP and is a member of AOPA.

Jeanne is flying her third TAR. She has a Private license, 640 hours, many of which were piled up on her 15,000 mile trip in a Cherokee to Valparaiso, Chile. Her husband, Don, is also a pilot and a well known personality on KCBS radio in San Francisco. They have three children. Jeanne is the News Reporter for her Santa Clara Valley Chapter of the Ninety-Nines and is a member of AOPA.



#7

PILOT (R): MARGE MITCHELL, Plainview, Texas
CO-PILOT (L): KATHY LONG, Irving, Texas
AIRPLANE: Bellanca 260 A. 260 h.p.
SPONSOR: Bellanca by Inter Air Mfg. Inc., Plainview, Texas

This is TAR number one for this team. Marge has a Commercial license with Instrument and SMEL and is now working on her Instructor rating. She has 1000 hours and uses her plane for business, charter work and sales. She is Secretary-Treasurer of Inter Air Mfg. Co., makers of Bellancas. Her husband and son-in-law have Private licenses but she rates as Chief Pilot. She is currently Chairman of the Top of Texas Chapter of the Ninety-Nines and is a member of the Texas State Aviation Assn. and the Flying Farmers.

Kathy has a Commercial license with an Instrument rating and 600 hours. Recently she has taken on a dealership for the new Bellanca 260 A and does charter under the name of Long Aviation. She has three teenagers and all like to fly. Her husband, L.K., is also a pilot, but he would rather let his wife do the flying. Kathy is Secretary of the Dallas Chapter of the Ninety-Nines and is a member of the Texas State Aviation Assn.



#8

PILOT (R): PAT ARNOLD, Gordonsville, Virginia
CO-PILOT (L): LORRAINE McCARTY, Royal Oak, Michigan
AIRPLANE: Piper Comanche PA-24. 180 h.p.
SPONSOR: Pat Arnold Flight School, Gordonsville, Virginia

Pat will be flying her eighth TAR and in 1964 she placed fifth. Pat has a commercial license with SMEL, Instrument and Flight Instructor ratings for both airplanes and helicopters. Her total flying time is 4200 hours. Pat operates a flight school for planes and 'copters. She is a member of the Michigan Chapter of the Ninety-Nines, NPA, NAA, American Helicopter Society, Whirlie Girls.

Lorraine is flying her third TAR and she was co-pilot for Pat in the '64 AWTAR. She has a Private license with 450 hours and is presently working on her Commercial license and Instrument rating. Lorraine served the POWDER PUFF DERBY this year as the Ways and Means Chairman and did a stupendous job in raising funds for the 1966 race. Her husband is not a pilot but he sponsors his wife's flying. They have four children. As an artist, Lorraine belongs to many art associations. She is a member of the Michigan Chapter of the Ninety-Nines, NPA, NAA and AOPA.

#9

PILOT (L): BETTY JO STREFF REED, Littleton, Colorado
CO-PILOT (R): RUTH FLEISHER, El Paso, Texas
AIRPLANE: Mooney Mark 20E. 200 h.p.
SPONSORS: McDonald's Drive Ins of Denver, Colorado, Mountview Aircraft Corp., Broomfield, Colorado

Here is another team flying its first TAR. Betty Jo has a Commercial license and 686 hours of flying time. Betty Jo was a WASP where she first met her co-pilot. With her husband, Carl, she goes on many business trips flying as his "corporate" pilot. They have four children. At the WASP reunion last year, she again met with Ruth and together they planned this race. Betty Jo is a member of the Order of Fifinella.

Ruth has a Commercial license with SMEL, Flight and Ground and Instrument Instructor ratings, 1600 hours, and is an Air Traffic Controller. Ruth was a WASP. Her husband, Maurice, is an Air Force Major stationed at Biggs Air Force Base where she serves as flight instructor for the Aero Club. She is a member of the Eastern Pa. Chapter of the Ninety-Nines, NPA, ROA and ATCA.



#10

PILOT (L): SOPHIA M. PAYTON, Indianapolis, Indiana
AIRPLANE: Mooney Mark 21. 180 h.p.
CO-PILOT (R): PAULINE JONES, Coloma, Michigan
SPONSOR: Indiana Aviation Corp., Indianapolis, Indiana

This will be the third TAR for Sophia who has a Commercial license with 945 hours. She also has a Glider rating and has made 280 flights. Sophia has flown in several of the IAR's and the Michigan SMALL races. She is employed by Indiana Aviation as office manager and part-time pilot. Her husband, Neal, is a pilot for Lake Central Airlines. Sophia serves on the Flying Activities Committee of the Ninety-Nines and is a member of the Indiana Chapter.

Pauline is flying her first TAR. She holds a Commercial license and a Flight Instructor's rating with 2000 hours. She puts her ratings to use as an instructor for South Haven Flying Service in Michigan.



#11

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

Marian has flown in nine TARs and has placed in several of them. She holds a Commercial license with Instrument and Ground Instructor ratings and 1134 flying hours. Marian serves on the AWTAR Board and her special assignment is Route Director. She is married to Dr. Gerald Banks, also a pilot. Marian is currently the Vice-Governor of the Southwest Section of the Ninety-Nines.

Ruby is flying her seventh TAR and holds a Commercial license with 900 hours. Her husband, Jack, also a pilot, is an engineer for a construction company. They have three children. Ruby and Marian bought this plane to fly several different races, alternating as pilot in command. Ruby is a member of the San Diego Chapter of the Ninety-Nines.



#12

PILOT (L): JANET GREEN, Ocean Springs, Mississippi
CO-PILOT (R): PATRICIA WARD, Baton Rouge, Louisiana
AIRPLANE: Mooney Super 21. 200 h.p.
SPONSOR: Robbins Airborne, Inc., Gulfport, Mississippi, Mississippi Insulations, Standard Oil of Kentucky.

Here is another first TAR team. Janet has a Commercial license with SMEL and 450 hours. She started flying in 1961, got her Private in 1962, her Commercial in 1963, her Multi-engine rating in 1964, and Instrument rating in 1965. She works with her pilot husband, Don, in their own business. They have four children. Janet is Chairman of the Mississippi Chapter of the Ninety-Nines.

Pat has a Commercial license, and 235 hours. In her spare time she ferries Cessnas and flies sky-divers. She is Deputy for Parish Sheriffs' Dept. and flies co-pilot in Cessna 310 on extradition cases for women and juvenile prisoners with husband, Roger. They have two children. Pat is a member of the Shreveport Chapter of the Ninety-Nines, and the LA. Wing of CAP.





#13

PILOT (R): PAULINE GLASSON, Corpus Christi, Texas
CO-PILOT (L): DOTTIE KLOTZ, Coronado, California
AIRPLANE: Cessna 175. 175 h.p.

Who's afraid of number thirteen? Not Pauline who is #13 in this race and is flying in her thirteenth TAR, having flown consecutively since 1952 missing but one year, 1957. Pauline holds a Commercial license with Instructor, Instrument, Link and All Ground Instructor ratings and has accumulated 13,950 hours. She operates her own business as an aerial photographer and flight instructor. Her pilot husband, Claude, is a pipeline patroller and also does aerial photography. Pauline is a member of the Tip of Texas Chapter of the Ninety-Nines.

Dottie is counter-balancing all the thirteens by being in her first TAR. She has a Private license with 100 hours of flying time and works at the Navy Exchange, North Island in San Diego. Her husband is a parachute mechanic at the same base. Dottie is a member of the San Diego Chapter of the Ninety-Nines.



#14

PILOT (L): DOT ETHERIDGE, Greenville, Mississippi
CO-PILOT (R): LUCILLE WOLFE, Greenville, Mississippi
AIRPLANE: Piper Cherokee PA-28. 160 h.p.
SPONSOR: Memphis Aero Corp., Memphis, Tennessee

Here is another crew flying its first TAR. Dot has a Commercial license, SMEL and 278 hours. She started flying in January 1964, soloed February '64, got her Private May '64 and her Commercial in Dec. '64—a very busy year. Her multi-engine rating came in March '65 and she is working on her Instrument and Flight Instructor's ratings. Dot writes an aviation column for the Delta Times Democrat and was co-founder of the Delta Pilots Assn. She and her pilot husband, Robert, own and operate the Etheridge Cleaners and Laundry and they have one child. Dot is a member of the Mississippi Chapter of the Ninety-Nines and AOPA.

Lucille started to fly last August and received her Private license this past March and is now working towards her Commercial rating. She has 83 hours. She works as a claims representative for the Dept. of Health and Welfare. Her husband, Bobby, is also a pilot and they have three children. Lucille is a member of the Mississippi Chapter of the Ninety-Nines, AOPA, and Delta Pilots Assn.



#15

PILOT: ELEANOR McCULLOUGH, Bay Shore, New York
AIRPLANE: Cessna Skyhawk. 145 h.p.
SPONSOR: Mac-Aire Aviation Corp., Islip, N. Y.
Clothes by Majestic Specialties, Inc., New York City

Ellie is flying solo this year in her second TAR. She has a Commercial license and over 400 hours. Ellie is a sport parachutist and is the only woman member of the Long Island Skydivers and the Republic Aviation Flying Club. She is employed as an executive secretary at Republic Aviation. Ellie served as Chairman of the Greater New York Chapter of the Ninety-Nines and is currently Historian for the Ninety-Nines. In addition to the above, she is a member of AOPA, the Parachute Club of America and the Natl. Federation of Business and Professional Women's Clubs.



#16

PILOT (R): PHYLLIS CANTRELL, Santa Rosa, California
CO-PILOT (L): BETTY FOSTER, Petaluma, California
AIRPLANE: Piper Cherokee PA-28. 180 h.p.
SPONSOR: Pay Less Cleaners and Thrift-D-Lux Cleaners, Oakland, California

Phyllis is flying her third TAR. She has a Commercial license with SMEL and Flight Instructor ratings and has 950 hours. Three of her four children are student pilots—twins 17 and a boy 16. Her husband, Rex, is also a pilot. Phyllis is Secretary of the Redwood Chapter of the Ninety-Nines and has membership in AOPA and the Empire Aero Club.

Betty is flying her first TAR. She has a Private license with 150 hours. Betty and her husband, Dr. Frank Foster, have two children not yet of flying age. Betty is a member of the Redwood Chapter of the Ninety-Nines and AOPA.

#23

#17

PILOT (R): FREDDA TURRILL, Denver, Colorado
CO-PILOT (L): MARY FRENZEL, Littleton, Colorado
AIRPLANE: Piper Cherokee PA-28. 180 h.p.
SPONSOR: AlSCO of Colorado

This is Fredda's first TAR. She holds a Commercial license with SMEL and Instrument ratings and a total of 600 hours. She works for her husband, Larry, President of AlSCO of Colorado, who also holds a pilot's license. She has two teenage sons and has made a parachute jump with her husband and one son who is a free-faller. Fredda is a member of the Colorado Chapter of the Ninety-Nines, CAP and Parachute Jumpers Inc.

This is Mary's third TAR. She has a Private license with 600 hours. Mary is a housewife and flies with her husband, Robert. She flew in the Oklahoma City Fun Race and is a member of the Colorado CAP and the Colorado Chapter of the Ninety-Nines.



#18

PILOT: ALICE MEISENHEIMER, Cherry Hill, New Jersey
AIRPLANE: Mooney Mark 21. 180 h.p.
SPONSOR: John W. Thompson of Garden Spot Airpark, Inc., Reading, Pennsylvania

Alice is flying her third TAR solo. She holds a Commercial license with an Instrument rating and 460 hours. Alice is a free lance art director and professional artist. Her modern paintings have been inspired by flights throughout the United States with her pilot husband, Ray, a director of Product Engineering for Natl. Aeronautical Corp. Alice is a member of the Eastern Pennsylvania Chapter of the Ninety-Nines.



#21

#19

PILOT (L): BETTYE JEAN FRY, North Hollywood, California
CO-PILOT (R): JANET T. HARDIN, Granada Hills, California
AIRPLANE: Mooney Mark 21. 180 h.p.
SPONSORS: Monarch Flight Sales and Service, Burbank, California
Pilot—Husbands

Bettye, who is flying her first TAR, has a Commercial license with 400 hours. She was in the WAVES during WWII. Bettye and her pilot husband, Al, do a lot of cross country and last year took an 8000 mile trip through the United States and Canada. Bettye is a member of the San Fernando Valley Chapter of the Ninety-Nines, NAA, NAEC, NPA and is secretary to the Van Nuys Hangar Session and Valley Airmen's Assn.

Janet has a Private license with 400 hours and she flew as co-pilot in the 1964 TAR. She spent 2 years as a WAVE. She and her husband, Ed, include soaring in their flying activities and they have four children. Janet is Chairman of the San Fernando Valley Chapter of the Ninety-Nines and is a member of the Icarians, Antique Aircraft Assn., AOPA, NPA, Lockheed Pilot's Club, Valley Airmen's Assn. and Van Nuys Hangar Session.



#10

#20

PILOT (L): TIG PENNOCK, Santa Ana, California
CO-PILOT (R): THON ABBOTT, Costa Mesa, California
AIRPLANE: Piper Cherokee PA-28. 150 h.p.
SPONSOR: Martin Aviation, Inc., Santa Ana, California

Here is another first TAR team. Tig has a Commercial license with Instrument and Flight Instructor ratings and 2300 hours of flying time. She works as a flight instructor for Martin Aviation. Her husband, John, is also a pilot and they have two sons. Tig is a member of the Orange County Chapter of the Ninety-Nines, AOPA and Dusty Wings.

Thon has a Commercial license and 310 hours and has the delightful job as secretary to Frank Tallman and Paul Mantz, two very well known aviators. Her husband, Bailey, is a pilot and they have four children. Thon is Membership Chairman and News reporter for the Orange County Chapter of the Ninety-Nines and is also a member of AOPA.





#21

PILOT: JUDY WAGNER, Palos Verdes Estates, California
AIRPLANE: Beechcraft Bonanza K-35. 250 h.p.

Judy is flying solo again this year in her fourth TAR. In the 1964 race, she placed second. She holds a Commercial license, Instrument rating and has 1500 hours. In 1964, she placed second in the IAR and third place in the Women's Pylon Event, Reno Natl. Championship Air Races. Her husband, Ellis, is also a pilot. Judy is Vice-Chairman of the Long Beach Chapter of the Ninety-Nines and is a member of AOPA and the Flying Dentists.



#22

PILOT (R): HAZEL McKENDRICK, Dallas, Texas
CO-PILOT (L): MARGUERITE F. NIELSEN, Siloam Springs, Arkansas
AIRPLANE: Cessna Skylane 182. 230 h.p.

SPONSORS:

Texair, Redbird Arpt.; Kitz Kopters; Wynn Oil Co.; Geisinger Enterprises; Wings, Inc.; Cooksey Photography; Lee Emmert Construction Co.; Hugh Cunningham Enterprises; Herman Bloom, Engineers; Mrs. Dan Cutbirth; C. C. Ladenberger Assoc.; Lay Machinery Co.; Trans-American Appliance Co.; Gable Electric Service; Southern Typographics; Nielsen Enterprises—all of Texas. Mike Moss Ins. Agency, Blackies Gen'l. Surplus Store—both Arkansas.

Hazel is flying her second TAR. She has a Commercial license with Instrument and Helicopter ratings and 880 hours. Hazel has flown in the Dallas Doll Derby and the Addison Annual Air Race. She is a flight Service Specialist/Training officer with F.A.A. Her husband, Joseph, and son, Mike, will be rooting this team on. Hazel is a member of the Dallas Chapter of the Ninety-Nines, Whirley Girls and the Natl. Assoc. of Air Traffic Specialists.

Marguerite is flying her first TAR. She has a Private license with 103 hours. Her husband, John, is a pilot and will mind their two small children while Marguerite is flying across the country. She is a member of the Women's International Bowling Congress.



#23

PILOT (L): ANN J. CANTILLON, Santa Ana, California
CO-PILOT (R): NANCY B. CREWS, Inglewood, California
AIRPLANE: Piper Cherokee PA-28. 235 h.p.

SPONSORS: Wendall Tingley, Southgate, California; Finn's Town & Country, Santa Ana, California

Another first TAR team is piloted by Ann who has a Commercial license with 236 hours. She and her pilot husband, Edmund, have three children. Ann is a member of the Orange County Chapter of the Ninety-Nines and AOPA.

Nancy is co-piloting this team and has a Private license with an Instrument rating and 1314 hours. Nancy was a WASP during WWII. Her husband, Paul, a director of Industrial Relations at Northrop-Norair and their three children will be seeing this team off at the start. Nancy is a member of AOPA.



#24

PILOT (L): SAMMY McKay, Grand Blanc, Michigan
CO-PILOT (R): CLAIRE M. OJALA, Dearborn Heights, Michigan
AIRPLANE: Cessna 210. 260 h.p.
SPONSOR: Superior Pontiac Cadillac, Flint, Michigan

Sammy will be flying in her eighth TAR. She has a Commercial license with 820 hours. Sammy has flown in all the Michigan SMALL Races and has placed second and third in them. Her husband, George, is Vice President and General Manager of her sponsoring company and calls himself "Dear Old Dad" when he is underwriting air races. They have one son. Sammy is Chairman of the Michigan Chapter of the Ninety-Nines.

This will be the first TAR for Claire though she has flown in the IAR and the Michigan SMALL Race. She has a Private license with 129 hours. She works for the Ford Motor Co. and is the Newsletter editor for the Michigan Chapter of the Ninety-Nines.

#25

PILOT (L): FRANCES S. BERA, Long Beach, California
CO-PILOT (R): MARGARET A. MEAD, Long Beach, California
AIRPLANE: Piper Cherokee PA-28. 150 h.p.
SPONSOR: Aztec Aircraft Sales, Long Beach, California

Fran is the most "flyingest" TAR for this is her number fifteen race. She has won seven times and placed second and third. She has 13,000 hours and the following ratings: ATR, SMELS, Helicopter, Flight Instructor, and FAA Designated Commercial, Instrument and Multi-engine Examiner. She says she has been active in flying since 1940—most active! Fran does manage to fly in other races while working with her pilot husband, Bob Cenicerros, manager of her sponsor firm. Fran is a member of the Long Beach Chapter of the Ninety-Nines.

Margaret is flying her third TAR. She has a Commercial license with SMEL, Instrument Flight Instructor ratings with 2000 hours. She also works for her sponsor as a flight and ground instructor. Margaret is a member of the Long Beach Chapter of the Ninety-Nines.



#26

PILOT (L): CAROLINE SCHUTT, Daly City, California
CO-PILOT (R): DIMPS ENA SOUTHARD, Larkspur, California
AIRPLANE: Beechcraft Musketeer 23. 160 h.p.
SPONSORS: J. Garfield, Pres., Plastic Sales, Inc., San Francisco, California
Lin Fa Restaurant, San Rafael, California

And still they come—another first TAR team. Caroline has a Private license with an Instrument rating and 550 hours. She is currently working towards her Commercial license and Seaplane rating. Her husband, Henry, is employed at the Presidio in San Francisco. Caroline is a member of the Bay Cities Chapter of the Ninety-Nines, AOPA, NPA, Pilots, Inc., NAA and NDTA.

Dimps has a Commercial license with an Instrument rating and 650 hours. Dimps is a Major in the CAP and has been 12 years with the F.A.A. as a communicator and as a side line is a "dog groomer". Dimps is a member of the Bay Cities Chapter of the Ninety-Nines, AOPA, NAA and Beta Sigma Phi.



#27

PILOT: DORIS P. MULLEN, Joliet, Illinois
AIRPLANE: Beechcraft Bonanza S-35. 285 h.p.
SPONSOR: Hartzog-Schneck Aviation, Rockford, Ill.

Doris is flying her first TAR solo. She has a Commercial license, SMELS, Instrument, Glider and Helicopter ratings. She has 1300 hours of flying time. Doris became a member of the Chicago Glider Club and is their only woman tow-pilot. Her husband, Dr. Wylie Mullen, is one of the few Diamond Soaring Pilots in the United States. Together they have made several trips to the Caribbean, visiting 30-35 islands. They have three daughters and a son, who soloed in April of this year. In 1964, Doris received the Chicago Area Achievement Award. She is a member of the Chicago Chapter of the Ninety-Nines, Chicago Glider Club and the Docettes.



#28

PILOT (R): ETHEL KNUTH, Indianapolis, Indiana
CO-PILOT (L): TANNIE SCHLUNDT, Indianapolis, Indiana
AIRPLANE: Cessna Skylark. 175 h.p.
SPONSOR: Stokely-Van Camp, Inc., Indianapolis, Indiana

Ethel is flying in her third TAR. She has a Commercial license with 832 hours. She has participated in all the Indiana Chapter Air races and the Michigan SMALL Race in 1964. Her son started flying in high school and Dad, Russell, got the bug and passed it on to Ethel and then to their daughter-in-law. Ethel has held all Chapter offices and is currently Secretary of the North Central Section of the Ninety-Nines. She is also a member of the Indiana Aero Club.

Tannie last flew the race in 1956. She has a Private license with 1123 hours. Currently, Tannie is a Travel Consultant. Her husband, Paul, is a corporate pilot and they have one son. Tannie has held all Chapter offices and is a past Governor of the North Central Section of the Ninety-Nines. She is also a member of the Indianapolis Aero Club and the Bon Vivants.





#29

PILOT (L): BARBARA R. WILLIS, Pacific Palisades, California
CO-PILOT (R): PATRICIA A. KNOOP, Kettering, Ohio
AIRPLANE: Cessna 182. 230 h.p.

Barbara is flying her fifth TAR. She has a Commercial license, SMEL, Instrument and Instructor ratings. She has 1020 hours. Barbara and her pilot husband, James, have two boys. Her husband is an electronic engineer with Litton Industries. Barbara is a member of the Los Angeles Chapter of the Ninety-Nines.

Patricia is flying her first TAR. She has a Private license with 113 hours. Pat is employed by the U. S. Government at Wright-Patterson Field as a computer programmer and mathematician.



#30

PILOT (L): ELAINE LOENING, San Francisco, California
CO-PILOT (R): KATHERINE GAHAGAN, Sands Point, New York
AIRPLANE: Cessna 182 F. 230 h.p.
SPONSOR: Gahagan Dredging Corp., New York/Tampa, Florida

Elaine is flying her sixth TAR and in the 1963 race she placed third. She has a Commercial license with SELS ratings and 600 hours. She has two children who will be wishing mother lots of luck in this race. Elaine is a member of the Bay Cities Chapter of the Ninety-Nines and NAA.

Katherine is flying her second TAR and she has a Private license with SELS and 200 hours. She and her husband, William, have four boys, the youngest two years of age. Katherine is a member of AOPA.



#31

PILOT (L): BETTY LOU HENRY, Odessa, Texas
CO-PILOT (R): JO ANN BRYANT, Odessa, Texas
AIRPLANE: Piper Comanche PA-24. 180 h.p.
SPONSOR: Standard Oil of Texas

Yes, another first TAR team, Betty Lou has a Commercial license with 635 hours. She has flown in three Sky High Derbies and has made several trips with her pilot husband, James, to New York, Guaymas, and Mexico. They have twins 17 and one child 7. She 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 166 hours. She has co-piloted in the Sky High Derbies. She and her husband, Bob, a pilot, have twins aged 16. Could all these twins mean the daily double for this team. Jo Ann is a member of the High Sky Chapter of the Ninety-Nines, the Permian Basin Aviation Assn., and AOPA.



#32

PILOT: (L) Virginia G. Huidekoper, Wilson, Wyoming
CO-PILOT: (R) Anne R. Sarcka, New York, New York
AIRPLANE: Cessna 182-D. 230 h.p.

Virginia will be flying her third TAR. She has a Commercial license with 1500 hours. Her husband is also a pilot and they have three children. Virginia is a member of the Eastern Idaho Chapter of the Ninety-Nines.

Anne is also flying her third TAR and has been co-pilot for Virginia in her previous races. She has a Private license with 150 hours. Anne is a student and an artist.

#33

PILOT (L): DORIS LANGHER, Denver, Colorado
CO-PILOT (R): CHARLOTTE LUTHER, Denver, Colorado
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSORS: Artcraft Picture Frame Shop, Denver, Colorado
 Leslie F. Muter Co., Chicago, Illinois

Doris has flown in nine TARs and has a Commercial license, ATR, SMEL, Flight Instructor and Balloon ratings and a total of 11,000 hours. Doris is employed as a Flight Simulator Instructor with United Airlines. She is a member of the Colorado Chapter of the Ninety-Nines, OX-5, Antique Airplane Assn. and S.S.A.

Charlotte, better known as Pat, has a Private license with 250 hours. She is co-owner with her pilot husband, Vincent, of the Artcraft Picture Frame Shop and they deliver much of their work in the Comanche. They belong to the Owner-Pilot Services in the CAP and participate in search and rescue missions in Colorado. Last February, Pat received the "Man of Action Award" from the CAP. She is a member of the Colorado Chapter of the Ninety-Nines.

**#34**

PILOT (L): JEAN M. BONAR, Mansfield, Ohio
CO-PILOT (R): PATRICIA ROGERS, Mansfield, Ohio
AIRPLANE: Beechcraft Bonanza J-35. 250 h.p.
SPONSORS: Sohio, Richland Aviation, Mansfield Asphalt, Mansfield News Journal, T & A Saveway, Stewarts Root Beer, Heisler's, Inc., H. L. Reid Company, Whiteys Lincoln-Mercury, Mansfield Ambulance Service, Inn America

Jean is flying her third TAR and has a Private license with an Instrument rating and 1000 hours. Jean is employed as a Medical Records Librarian and Medical Secretary by her flying husband, Dr. L. D. Bonar. Jean is a member of the All-Ohio Chapter of the Ninety-Nines, the Mansfield Aviation Club, the American Assn. of Medical Records Secretaries.

Pat is flying her third TAR. She has a Private license with 217 hours. She has one daughter. Pat is a member of the All-Ohio Chapter of the Ninety-Nines, Mansfield Aviation Club, NPA and EAA.

**#35**

PILOT (R): BETTY BURKE CURRAN, Everett, Washington
CO-PILOT (L): BETTY M. VAN BUSKIRK, Everett, Washington
AIRPLANE: Beechcraft Bonanza. 250 h.p.
SPONSOR: Monte Cristo Hotel and Motor Inn, Everett, Wash.

Betty is flying her third TAR. She has a Commercial license, SMEL and 1117 hours. Betty is a medical assistant to her husband, Dr. J. V. Curran. 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 Wing.

The other Betty is flying her first TAR. She has a Private license with 135 hours. Her husband is also a flying physician, Dr. Lyle Van Buskirk and they have one child. Betty is Treasurer of the Puget Sound Chapter of the Ninety-Nines.

**#36**

PILOT (L): NANCY M. DIEMAND, Holicong, Pennsylvania
CO-PILOT (R): ALBERTA N. PETERSON, Plymouth Meeting, Pennsylvania
AIRPLANE: Beechcraft Bonanza H-35. 240 h.p.
SPONSOR: Central Bucks Aero Co. Inc., Doylestown, Pennsylvania

Nancy has flown three races, one of which was co-piloted by her daughter. She has a Commercial license with SMELS, Instrument and Glider ratings and 1600 hours. She and her pilot husband, John, have two children. Nancy is a member of the Eastern Pennsylvania Chapter of the Ninety-Nines and AOPA.

Alberta is flying her second TAR. She has a Private license with 500 hours. During WWII, Alberta was a WASP. Her husband, George, is also a pilot and they have two children. Alberta is the Recording Secretary of the Eastern Pennsylvania Chapter of the Ninety-Nines and belongs to AOPA.





#37

PILOT (L): LEAH HIGGINS, Royal Oak, Michigan
CO-PILOT (R): DONNA WESTERLUND, Pontiac, Michigan
AIRPLANE: Cessna 172. 145 h.p.

Leah is flying in her fourth TAR. She has a Commercial license with 660 hours. During WWII, Leah was active in the CAP and has held all Chapter and Section offices in the Ninety-Nines. She is a member of the Michigan Chapter. She is a teacher in the Detroit School system for the Totally Deaf.

Donna is flying her first TAR. She has a Private license with 100 hours. Donna is a Director of the Department of Physical Therapy at the Henry Ford Hospital in Detroit. She is a member of the Michigan Chapter of the Ninety-Nines.



#38

PILOT (L): SHIRLEY GILMORE, Arcadia, California
CO-PILOT (R): DOROTHY GEDDES, Arcadia, California
AIRPLANE: Cessna Skylane. 230 h.p.

This is the third TAR for Shirley who has a Commercial license with 500 hours. Her husband, Carl, is also a pilot and manufactures aircraft parts. They have two children. Shirley is the Chairman of the San Gabriel Valley Chapter of the Ninety-Nines and is a member of the Sky-Larks of So. California and AOPA.

Dorothy is flying her second TAR. She was co-pilot last year for Shirley. She has a Private license with 240 hours. Her pilot husband, Merlin, is a plumbing contractor. Dorothy is a member of the San Gabriel Valley Chapter of the Ninety-Nines, the Sky-Larks of So. California and AOPA.



#39

PILOT (L): EMMA MCGUIRE, Santa Monica, California
CO-PILOT (R): CAROLE B. DUNN, Los Angeles, California
AIRPLANE: Cessna 172 B. 145 h.p.
SPONSORS: Speedee Mart and '7-Eleven'; Fireside Market, Santa Monica, California.

Emma will be flying her fifth TAR this year. She has a Commercial license with an Instrument rating and 1025 hours. Emma participates in many local races but most flying is for pleasure. As of last count, she and her husband, Ralph, had eleven grandchildren. Emma is a member of the Long Beach Chapter of the Ninety-Nines and AOPA.

Carole is flying her fourth TAR and she has a Commercial license with 250 hours. She co-pilots with Emma on all the local races. Carole is a tax examiner with the Internal Revenue Service. Her husband, Pat, is not a pilot but supports his wife's flying. Carole is the News Reporter for the Long Beach Chapter of the Ninety-Nines and is a member of AOPA.



#40

PILOT: (L) Madine Parsel, Newport Beach, California
CO-PILOT: (R) Myrna Shanfield, Los Alamitos, California
AIRPLANE: Piper Cherokee PA-28. 150 h.p.
SPONSOR: Pacific Western Aviation, Van Nuys, California

Madine is flying her second TAR. She has a Commercial license and 320 hours. Madine was a TWA hostess for three years but has now "retired" to being a housewife. Her husband, Dr. Walter Parsel, is also a pilot and they have five children. She is currently Chairman of the Orange County Chapter of the Ninety-Nines and is a member of TWA Clipped Wings, Docettes, Air Force Assn., and the Orange County Mooney Assn.

Myrna is flying her first TAR. She has a Commercial license with SMEL and instrument ratings and 400 hours. In 1964, Myrna was first in the Truckee Tahoe Air Race. She is employed at Long Beach College and is a member of the Orange County Chapter of the Ninety-Nines, AOPA and Sky-Larks of So. California.

forced landing
#41

PILOT: (R) Virginia Wegener, West Covina, California
CO-PILOT: (L) Harryette Barker, La Puente, California
AIRPLANE: Cessna Skylane 182. 230 h.p.
SPONSORS: Jack Wegener, La Verne, California; Klopfenstein, Binckes and Smeltzer Insurance Agency, Inc., Pomona, California

This is a first TAR for this team with Virginia as pilot in command. She has a Commercial license with 220 hours. Her husband, Jack, is a pilot and is in Aircraft Sales at Brackett Field. They have three children. Virginia is Vice-Chairman of the San Gabriel Valley Chapter of the Ninety-Nines and a member of Sky-Larks and PVPA.

Harryette has a Private license with 412 hours. She and her pilot husband, Baron, have three children. Harryette is a member of the San Gabriel Valley Chapter of the Ninety-Nines and is a Ham Radio Operator. In 1963 she handled the "Ham" operations at the Bakersfield TAR start.



#42

PILOT: (L) Jane La Mar, Fairfax, Virginia
CO-PILOT: (R) Julie Short, Rialto, California
AIRPLANE: Cessna Skyhawk 172. 145 h.p.
SPONSOR: Parkwood Airways, Manassas, Virginia

Jane is flying her third TAR. She has a Commercial license with SMEL, Instrument and Instrument Instructor ratings and over 2000 hours. She works as a flight instructor for her sponsor, Parkwood Airways. Her non-pilot husband and their two children will be watching the progress of this team. Jane is a member of the San Gabriel Valley Chapter of the Ninety-Nines and AOPA.

Julie is flying in her first TAR. She has a Private license with 170 hours. Julie works as a dispatcher for the California State Highway Patrol in San Bernardino, California. Her four children, including twins, will be rooting for this team.



#25 #43

PILOT: (R) Martha Tobey, Memphis, Tennessee
CO-PILOT: (L) Dr. F. Christine Brown, Memphis, Tennessee
AIRPLANE: Cessna Skyhawk 172. 145 h.p.

This team is flying its first TAR. Martha has a Commercial license with 565 hours. Her pilot husband, Frank, is a consulting engineer and their son is a student pilot. Martha is Vice Governor of the South East section of the Ninety-Nines.

Christine has a Private license with an instrument rating and 254 hours. She does Research on Biochemistry of the brain and on Neurological and Mental Diseases. She is Chairman of the Memphis Chapter of the Ninety-Nines and has membership in AOPA, CAP, American Chemical Society, American Society of Biol. Chemists, N.Y. Academy of Science and Sigma XI.



#44

PILOT: (L) Francis M. Myers, Lansing, Michigan
CO-PILOT: (R) Arabella F. Melick, Lansing, Michigan
AIRPLANE: Cessna 210. 260 h.p.

Francis and Arabella are flying their first TAR. Francis has a Commercial license with 545 hours. She started to fly when she was fifteen and got her Commercial just to fly in the POWDER PUFF DERBY. Her husband, Dale, is also a pilot and they have two children. Francis is a member of the Michigan Chapter of the Ninety-Nines.

Arabella has a Private license with 110 hours. Her husband, Dr. Richard F. Melick, is a student pilot. He and their four young children will be following the progress of this team. Arabella is a member of the Michigan Chapter of the Ninety-Nines, Jr. League of Lansing and the Ingham County Medical Auxiliary.





#45

PILOT (L): WINIFRED S. DuPEROW, Grosse Pointe, Michigan
CO-PILOT (R): DOROTHY E. LIGON, Pontiac, Michigan
AIRPLANE: Cessna Skyhawk 172. 145 h.p.
SPONSOR: Hamill Mfg. Co., Washington, Michigan

Winifred is flying her second TAR. She has a Commercial license with 323 hours. Winifred has flown in the Michigan SMALL Race. She is employed as Assistant Secretary of Wilkerson Agency, Inc. and has two sons. She is a member of the Michigan Chapter of the Ninety-Nines and AOPA.

Dorothy is flying her first TAR. She has a Private license with 481 hours and flew in last year's Michigan SMALL Race. She and her non-pilot husband, Robert, have two children. Dorothy is a member of the Michigan Chapter of the Ninety-Nines, AOPA, Florida Aero Club, Antique Airplane Assn., Nat'l Aero Club, NASA and NAA.



#46

PILOT (R) Anne E. Steinhagen, Royal Oak, Michigan
CO-PILOT (L) Elizabeth F. Schucker, Royal Oak, Michigan
AIRPLANE: Cessna 175. 175 h.p.

Anne is the pilot in this first TAR for this team. She has a Private license with an instrument rating, and 320 hours. Her husband, William, is also a pilot and an engineer with General Motors. They have two children. Anne is a member of the Michigan Chapter of the Ninety-Nines.

Elizabeth has a Private license with 163 hours and has flown in the Michigan SMALL Race. Her husband, James, an Industrial Designer, is also a pilot. They have three children. Elizabeth is a member of the Michigan Chapter of the Ninety-Nines.



#47

PILOT (L) Pat Zoller McEwen, Wichita, Kansas
CO-PILOT (R) Helen Nancy Lee, Wichita, Kansas
AIRPLANE: Beechcraft Bonanza P-35. 260 h.p.

Pat will be flying her third TAR. She has a Commercial license with SMEL and Instrument ratings and 760 hours. In 1964, she placed third in the Dallas Doll Derby. Her pilot husband, Owen, is President of Steffen's Dairy. They have seven (count 'em) children, ages: 4, 4, 6, 9, 10, 14 and 16 . . . enough to keep the dairy in business. Pat is Chairman of the Kansas Chapter of the Ninety-Nines, and is in charge of Public Relations for the International Ninety-Nines. She is also a member of the Wichita Jr. League.

Helen is flying her first TAR. She has a Private license with 290 hours. Helen is Manager of the Ranger Restaurant and Motel in Augusta, Kansas. She and her Doctor husband, R. Rex Lee, also a pilot, have four children, ages: 5, 5, 7, 9. Do we detect extra luck for this team in sets of twins? Helen is a member of the Kansas Chapter of the Ninety-Nines and the Kansas Restaurant Assn.



#48

PILOT (R) Barbara Jenison, Paris, Illinois
CO-PILOT (L) Eula Schmidt, Robinson, Illinois
AIRPLANE: Cessna 172-F. 145 h.p.
SPONSOR: Les Erb, Sparta Aviation, Inc., Sparta, Illinois

Barbara will be flying her ninth TAR. She holds a Private license with SMEL and Instrument ratings and has 1600 hours. Barbara placed third in the 1962 TAR. Her non-pilot husband, Edward, is a newspaper publisher and State Representative. They have one son and several grandchildren. Barbara is a member of the Central Illinois Chapter of the Ninety-Nines, AOPA, NAA, CAP, Illinois Aerospace Education Assn. and serves on the Advisory Board of Illinois Department of Aeronautics.

Eula is flying her second TAR and was co-pilot in the 1962 race for this team. She has a commercial license with 850 hours. Her husband, Dr. Gus Schmidt, a physician and surgeon, is also a pilot. Eula is a member of the Central Illinois Chapter of the Ninety-Nines.

#24

#49

PILOT: (R) Ginny Graham, Sierra Madre, California
CO-PILOT: (L) Virginia L. Hall, Pasadena, California
AIRPLANE: Piper Apache PA-23. 300 h.p.

This team is flying its third TAR with Ginny as pilot. She has a commercial license with SMEL and 600 hours. Ginny and her family have made many trips to Mexico and went on flying safaris to Panama and Quebec. Her husband, Russell, is a pilot and they have three children. Ginny is a member of the San Gabriel Chapter of the Ninety-Nines, AOPA, Skylarks and Arcadia Assistance League.

Virginia will again co-pilot this team. She has a Private license with 410 hours. Her daughter, Heather, loves to fly with her mother. Virginia is employed as an Executive Secretary and is a member of the San Fernando Valley Chapter of the Ninety-Nines.

**#50**

PILOT: (L) Gini S. Richardson, Yakima, Washington
CO-PILOT: (R) Ilovene P. Potter, Seattle, Washington
AIRPLANE: Cessna 182. 230 h.p.
SPONSORS: Richardson Aviation, Yakima, Wash.; Leslie N. Potter, Seattle, Wash.

We're giving another rabbit's foot . . . this time to Gini who is flying her thirteenth TAR. Gini has placed in several of the races. She holds the following ratings: ATR, Helicopter, Instrument, Flight Instructor, Ground Instructor SMELS and 14,500 hours . . . a most impressive collection. She and her pilot husband, Ralph, own and operate a dusting and spraying business and a flight school. They have one daughter. Gini is a member of the Eastern Washington Chapter of the Ninety-Nines, AOPA, Whirley Girls and serves with the FAA Women's Advisory Committee and the Ninety-Nines Flying Activities Committee.

Ilovene is flying her fourth TAR. She has a Commercial license with Instrument, SMELS and Helicopter ratings and 1400 hours. She flies a Bell G-2 Helicopter for pleasure and charter. In 1963 she was named the AOPA pilot of the year. She and her pilot husband, Leslie, (a sponsor of this team) have three sons. Ilovene is a member of the Western Washington Chapter of the Ninety-Nines, AOPA, Whirley Girls and the Washington Pilots Assn.

**#51**

PILOT (R): ELIZABETH CROWLEY, Los Angeles, California
CO-PILOT (L): VIRGINIA RAINWATER, Reseda, California
AIRPLANE: Cessna Skyhawk 172. 145 h.p.
SPONSOR: Air Travelers, Van Nuys, Calif.

Elizabeth is flying her second TAR—the first as pilot in command. She has a Commercial license with 507 hours. Her first flight was on her eighth birthday and she was sold right there and then on flying. She majored in aviation at Glendale City College and in 1964 was one of the group which ferried Cessnas from Wichita to Van Nuys. Elizabeth is an architectural secretary and is a member of the San Fernando Valley Chapter of the Ninety-Nines.

Virginia is flying her first TAR. She holds a Private license with 100 hours. She is a bookkeeper at the Mardi Gras in Van Nuys. Her husband, Clyde, and their two children will be keeping an eye on this team. Virginia is a member of the San Fernando Valley Chapter of the Ninety-Nines, AOPA and the Air Travelers.

**#52**

PILOT (R): VIRGINIA L. HARPER, Spokane, Washington
CO-PILOT (L): ROSE MARIE PRICE, Spokane, Washington
AIRPLANE: Piper Cherokee PA-28. 180 h.p.
SPONSOR: Price Piper, Spokane, Washington

Ginny is flying her second TAR. She has a Commercial license with 280 hours. Ginny was a stewardess for Northwest Orient Airlines. Her pilot husband, Dr. Harry P. Harper, is a flight surgeon for the Washington National Air Guard and they have two sons. Ginny is Secretary for the Eastern Washington Chapter of the Ninety-Nines and is a member of the Idaho Aeronautical Assn., AOPA, Women's Auxiliary of the Spokane County Medical Soc.

Rose Marie (Bobbie) is flying her first TAR. She has a Private license with 122 hours. Her pilot husband, Thomas Price, Jr., is a Piper Dealer and sponsor of the team. They have seven children: 12, 11, 10, 9, 7, 7, 2 . . . more twins and good luck charms. Bobbie is a member of the Eastern Washington Chapter of the Ninety-Nines.





#53

PILOT (R): PAT MCGEE, Seattle, Washington
CO-PILOT (L): VIRGINIA ANDREWS, Bellevue, Washington
AIRPLANE: Beechcraft Bonanza S-35. 285 h.p.

SPONSORS:

TideAir, Inc., Gig Harbor; Shamrocks Drum & Bugle Corps, Seattle; Space Needle Corp., Seattle; Bellevue Airfield, Bellevue; Olympic Western Hotel, Seattle; Enumclaw Jaycees

This will be the second TAR for Pat who has a Commercial license with SMELS and Instructor ratings and 1200 hours. Pat was in the Army and Air Force Nurse Corps for five years. She does writing and photography for the Stimpson Advtg. Co. Her husband, Al, is a student pilot and they have two eager future pilot sons. Pat is Chairman of the Western Washington Chapter of the Ninety-Nines and is a member of AOPA, Washington Pilots Assn., American Nurses Assn., Washington Press Women.

Ginny has also flown one TAR. She has a Commercial license with Instrument rating and 650 hours. Ginny works with her pilot husband, James, in their own restaurant and their son is very close to getting his Private license. Ginny is Vice Chairman of the Western Washington Chapter of the Ninety-Nines and is a member of AOPA.



#54

PILOT: NANCY RAULING, Salt Lake City, Utah
AIRPLANE: Cessna 182. 230 h.p.
SPONSOR: Streater Chevrolet Co., Salt Lake City, Utah

Nancy is flying her first TAR solo. She has a Commercial license, SMEL 374 hours, and is working on her Instrument rating. Nancy loves adventure. In 1948, she gained river rat status as the tenth woman to boat through the Grand Canyon; she jeeps on expeditions and now is flying in the POWDER PUFF DERBY, a long standing dream. Her non-pilot husband, Richard, and their three boys will be "hurrahing" for Mom! Nancy is a member of the Utah Chapter of the Ninety-Nines.



#55

PILOT (R): SHARON L. WOFFORD, Fresno, California
CO-PILOT (L): BARBARA ANN FALLER, Fresno, California
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSORS: Bob Baldock, Fresno Paving Co.; Wofford Flying Service; Haulman-Faller Assn.; all of Fresno, Calif.

This team is flying its second TAR. Sharon has a Commercial license with 250 hours. Her husband, Fred, is the Fixed Base Operator at Fresno and is one of her sponsors. They have two children. Sharon is a member of the Fresno Chapter of the Ninety-Nines.

Barbara Ann has a Private license with 275 hours. She works part time as a registered nurse at the Community Hospital in Fresno. Her pilot husband, Stanley, is an architectural planner. They have three children. Barbara Ann is a member of the Fresno Chapter of the Ninety-Nines.



#56

PILOT (R): FLORENCE DITTMAR, Los Angeles, California
CO-PILOT (L): JUDITH PARKER, Encino, California
AIRPLANE: Cessna 210-D. 285 h.p.
SPONSOR: William M. Cooper Lumber Co. of Los Angeles and Friends

Florence is flying her third TAR. She has a Commercial license and over 1000 hours. She received the "Woman Pilot of the Year" award from the San Fernando Valley Chapter of the Ninety-Nines of which she is Vice-Chairman. Her husband, Robert, is owner of Inspection Service at Van Nuys. They have two children. Florence is also a member of AOPA, Valley Airmen's Assn. and Skyway Flyers.

Judy is flying her first TAR. She is a new pilot with a Private license and 100 hours. Her husband, Daryl, is owner of "Flying Camera"—aerial photography. They have two children. Judy is a member of the San Fernando Valley Chapter of the Ninety-Nines, AOPA and the Skyway Flyers.

#57

PILOT (L): VALERA G. JOHNSON, St. Clair, Missouri
CO-PILOT (R): RUTH K. TAKSEL, Ferguson, Missouri
AIRPLANE: Cessna Skylane 182. 230 h.p.
SPONSOR: Bi-Centennial Committee of St. Louis, Missouri

This is another first TAR team. Valera has a Commercial license with Instrument and Instructor ratings and 870 hours. Valera started to fly to join with her pilot husband, Belmont. She instructs at the St. Clair Municipal Airport. She has flown two Sky Lady Derbys and a St. Louis Aero Club Race. She flies 50 miles to meetings of the Greater St. Louis Chapter of the Ninety-Nines of which she is a member.

Ruth is flying in her first TAR. She has a Private license with 260 hours and is working on her Commercial and Instrument ratings. Her husband, Nathan, is not a pilot but is a good navigator and passenger. They have four children and three grandchildren. Ruth's interest in flying started when she was leader of a Wing Scout Troop. Ruth does free lance aviation writing. In addition to her membership in the Greater St. Louis Chapter of the Ninety-Nines, she belongs to the St. Louis Aero Club, Missouri Pilot's Assn., NPA, AOPA and the Aviation/Space Writers Assn.



#58

PILOT (L): MARY VIAL, Phoenix, Arizona
CO-PILOT (R): JESSIE WIMMERS, Phoenix, Arizona
AIRPLANE: Cessna Skylane 182. 230 h.p.
SPONSORS: Ramada Inns, Phoenix; Phoenix Beauty Supply Inc.

This team is flying its second TAR with Mary as pilot. She has a Commercial license with an Instrument rating and 650 hours. Mary started to fly in 1962 and was recently the first woman in Arizona to check out in the CAP T-34 plane. She is now taking a course in aerobatics. Her pilot husband, George, is the owner of the Phoenix Beauty Supply Inc. and they have four children. Mary is a member of the Phoenix Chapter of the Ninety-Nines, CAP, NAA and AOPA.

Jessie is again co-piloting this team. She has a Commercial license with an Instrument rating and 680 hours. Jessie started flying in Aruba, Netherlands Antilles. In March of this year, she ferried a Cessna 150 to Lima, Peru taking 11 days and 54 hours. This June she will be ferrying a Cessna Skylane to Asuncion, Paraguay. Jessie is an instructor, ferry and charter pilot for Speed Wing Aviation of Phoenix and is a member of the Phoenix Chapter of the Ninety-Nines.



#59

PILOT: MARGARET CRANE, Fenton, Michigan
AIRPLANE: Piper Cherokee PA-28. 150 h.p.
SPONSOR: Trimble Aviation, Inc., Flint, Michigan

Margaret is flying solo in her third TAR. She has a Commercial license with an Instrument rating and 2000 hours. Margaret works for her sponsor, Trimble Aviation, which is owned by Bea Steadman, who is also flying in this race. Margaret—should you beat the boss? Margaret is a member of the Michigan Chapter of the Ninety-Nines.



#60

PILOT: POLLY DUNCAN, Memphis, Tennessee
AIRPLANE: Cessna Skyhawk 172. 145 h.p.
SPONSOR: Southaire, Inc., Memphis, Tenn.

For her third TAR, Polly has chosen to fly solo. She has a Commercial license with Instructor and Instrument ratings and 4500 hours. She is a Personnel Specialist for the Defense Depot at Memphis. Her husband, Howard, is also a pilot. Polly is a member of the Memphis Chapter of the Ninety-Nines and AOPA.





#61

PILOT (L): JEAN NOBLE, Wichita, Kansas
CO-PILOT (R): MARILYN COPELAND, Wichita, Kansas
AIRPLANE: Cessna 172-E. 145 h.p.

This team is flying its first TAR. Jean has a Commercial license with 250 hours. Her pilot husband, Drew, is President of United Savings and Loan Assn. and they have three children. Jean is a member of the Kansas Chapter of the Ninety-Nines. Marilyn has a Private license with 281 hours. Her pilot husband is a dentist, Dr. John W. Copeland. They have two children. Marilyn is a member of the Kansas Chapter of the Ninety-Nines and is President of the Kansas State Dental Auxiliary.



#62

PILOT (R): ISABELLE G. McCRAE, Lemon Grove, California
CO-PILOT (L): AILEEN SAUNDERS, El Cajon, California
AIRPLANE: Piper Cherokee PA-28. 150 h.p.
SPONSOR: Van Camp Sea Food Co., Port of Long Beach, Calif.

This is the ninth TAR for Isabelle. She has a Commercial license with SMEL and Instructor ratings and 2000 hours. During WWII, she was a 2nd Lt. with the Army Air Force Nurse Corps and then joined with the WASPs. Isabelle is employed by the Grossmont Union High School District and she is a school nurse at the Mount Miguel High School. She has one son. Isabelle is Chairman of the El Cajon Chapter of the Ninety-Nines (our hostesses at the start) and is a member of CAP, Aerospace Museum Auxiliary, Business and Professional Women and the American Nurses Assn.

Aileen is flying her seventh TAR. She has a Private license with SMEL and 3500 hours. In 1959 and 1960, Aileen was the winner of the POWDER PUFF DERBY and she placed second in 1961. She is employed as a Sales Manager at the U.S. Grant Hotel in San Diego and has one son. She is a member of the El Cajon Chapter of the Ninety-Nines, Amer. Business Women, Aerospace Museum Auxiliary and is on the Chamber of Commerce Aviation Committee.



#63

PILOT (Shown): HELEN GREINKE, Bloomington, Illinois
CO-PILOT: ANNE GRIMM, Normal, Illinois
AIRPLANE: Cessna 172. 145 h.p.

This team is flying a plane that was donated by Betty Common, a member of the Central Illinois Chapter of the Ninety-Nines. Helen is flying her thirteenth TAR and we still have some rabbit's "foots" to give out. Helen has placed third in the POWDER PUFF DERBY. She holds a Commercial license with a Flight Instructor rating and over 2100 hours. Helen has been flying since 1939. She is a Ground Instructor and has written several books on aviation. She is a member of the Central Illinois Chapter of the Ninety-Nines.

Anne will be flying her fourth TAR. She has a Private license with 95 hours and she got this license just to be able to participate in the POWDER PUFF DERBY. Anne is a bookkeeper in Bloomington and she has two children. She is a member of the Central Illinois Chapter of the Ninety-Nines.



#64

PILOT (L): JEAN C. ROSE, Palos Verdes Estates, California
CO-PILOT (R): BETTY LAMBERT, San Diego, California
AIRPLANE: Piper Cherokee PA-28. 150 h.p.
SPONSOR: Rose Aviation, Inc., Hawthorne, California

Jean is flying her tenth TAR and was in first place in 1950 and co-pilot when her team placed second in 1957. She has a Commercial license with 14,000 hours, SMEL, Instructor, Instrument Instructor and Flight Examiner ratings. Jean was a WASP during WWII. She and her husband, Rex, who has an ATR rating, own and operate Rose Aviation in Hawthorne. Jean is a member of the San Fernando Valley Chapter of the Ninety-Nines.

Betty is flying her eleventh TAR and has placed in several of the races. She has a Commercial license with Flight Instructor and Instrument Instructor ratings and 5600 hours. She is employed as a flight instructor at the El Cajon Flying Service at Gillespie Field. She and her pilot husband, Arthur, have three children. Betty is a member of the San Diego Chapter of the Ninety-Nines.

#65

PILOT (R): JOAN JORGINE SHAPIRA, Vancouver, Washington

CO-PILOT (L): VELMA COPELAND, Midland, Texas

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

SPONSORS:

Zaks, Midland; Midland Chamber of Commerce; Vancouver Chamber of Commerce; Shop De Los Llanos; Odessa; Merle Norman Cosmetic Studio and Kitty's Coiffure—both of Midland, Texas.

This is another first TAR team. Joan has a Commercial license with SMEL, Instrument and Ground Instructor ratings and 333 hours. She hopes to get into aerobatics soon and is preparing now for future competition. She works as a Ward Secretary for the Veteran's Administration Hospital. She is also a professional singer. Joan is a member of the Oregon Chapter of the Ninety-Nines, NRA, Sons of Norway and NAA.

Velma has a Private license with 364 hours. She has flown in several proficiency races. She is a receptionist-stenographer for Wilson Supply Co. of Midland and she has two children. Velma is Governor of the South Central Section of the Ninety-Nines and is most active in promoting flying with young people. She is a member of the Nat'l. Assn. of Legal Secretaries and the Aerospace Education Council of Washington, D.C.



#66

PILOT (L): MARIAN BURKE, San Antonio, Texas

CO-PILOT (R): IRENE YOUNG, Harlingen, Texas

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

Marian is flying her eleventh TAR and has placed in four of the races. She holds the following ratings: ATR, SMEL, Instrument and Flight Instructor—and has 8100 hours. Marian owns and operates Burke Aviation—an Executive Pilot Training School. She has one child. Marian is Chairman of the San Antonio Chapter of the Ninety-Nines.

Irene is flying her first TAR and has a Private license with 75 hours. She and her pilot husband own and operate the Young Flying Service and they have three sons. Irene flew in the 1965 IAR as co-pilot for Marian.



#67

PILOT (R): ALICE ROBERTS, Phoenix, Arizona

CO-PILOT (L): DOTTIE SANDERS, Santee, California

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

Alice is flying in her tenth TAR and she has a Commercial license with 1500 hours. She is associated with her husband, Charles, a pilot, in the Roberts Air Conditioning Co. and is a Beauty Consultant representing Studio Girl Cosmetics. She is serving her second term as International Vice President of The Ninety-Nines, Inc. and has served as International Treasurer. She has also held all local offices in her Chapter and Section. She and her husband have two children and four grandchildren. Alice is a member of Epsilon Sigma Alpha.

Dottie is flying her eleventh TAR. She has a Private license with 1241 hours. Dottie has been a member of the Ninety-Nines since 1949 and has served in all the local and section offices. She is an Escrow Officer with La Mesa-Lemon Grove Escrow Service. Her husband, Bob, also a pilot, is the Official Starter for the 1965 POWDER PUFF DERBY. Dottie is a member of the El Cajon Chapter of the Ninety-Nines, and San Diego Aerospace Museum Auxiliary.



#68

PILOT (R): MIRIAM S. DAVIS, Miami, Florida

CO-PILOT (L): LEE WINFIELD, Miami Springs, Florida

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

Miriam is flying her second TAR. She has a Commercial license, SMEL and Instrument ratings and 550 hours. Miriam won awards for her flying in the 1964 Round Robbin and the IAR. She is an officer of the Sub Tropical Test Service. Her husband, C. Hubbard Davis, is also a pilot. Miriam is Vice-Chairman of the Florida Chapter of the Ninety-Nines and is a member of the Florida Pilot's Assn., Florida Aero Club, Grasshoppers and the International Flying Farmers.

Lee is flying her third TAR and was co-pilot for the winning team in 1963. She has a Private license with 400 hours and is qualified as an Aircraft Dispatcher. She works as executive secretary for the Southeast Airline. Her husband, Herb, is "almost" a pilot. They have four children. Lee is a member of the Florida Chapter of the Ninety-Nines, the Florida Aero Club, Florida Pilot's Assn., AOPA and the Grasshoppers.





#69

PILOT (L): MAXINE NIELSON, Springville, Utah
CO-PILOT (R): ALBERTA NICHOLSON, Salt Lake City, Utah
AIRPLANE: Piper Cherokee PA-28. 180 h.p.
SPONSOR: Provo Flying Service, Provo, Utah

Maxine is flying her second TAR. She has a Commercial license with 266 hours. She works as a claims representative for the Social Security Administration. Maxine is a member of the Utah Chapter of the Ninety-Nines and AOPA.

Alberta is flying her fifth TAR. She has a Commercial license with 1950 hours and was a WASP during WWII. Alberta is a Recreation Therapist at the Veteran's Administration Hospital. Her husband, Walter, is not a pilot but endorses his wife's flying. Alberta is Chairman of the Utah Chapter of the Ninety-Nines.



#70

PILOT: GRACE ELLEN PAGE, Miami, Florida
AIRPLANE: Piper Cherokee PA-28. 150 h.p.
SPONSORS: Sun Line Aviation, Miami, Florida; International Sportsman's Club, Freeport, Grand Bahama

Grace is flying solo in her first TAR. She has a Commercial license with SMEL and Flight Instructor ratings and over 10,000 hours. Grace has always wanted to fly in the POWDER PUFF DERBY but all sorts of things intervened. But now is her chance and her former students from coast to coast will be following the progress she makes in the race, along with her three children. Grace is currently employed as a pilot by her sponsor.



#71

PILOT: MERLE ANN CHALOW, Newfield, New Jersey
AIRPLANE: Cessna 182-A. 230 h.p.
SPONSOR: Hugh Markey, New York, New York

Merle is flying her third TAR solo and last year, also solo, she placed fourth. She holds a Commercial license with Instrument and Instrument Instructor ratings and 510 hours. All the family flies: Dad owns an airport, Mother is a Ninety-Nine and her 14 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.

#72

PILOT (R): BETTY J. FAUX, Los Angeles, California
CO-PILOT (L): CLAIRE L. WALTERS, Los Angeles, California
AIRPLANE: Cessna Skylane 182. 230 h.p.
SPONSOR: Claire Walters Flight Academy Inc., Santa Monica-Long Beach, Calif.

Betty is flying her third TAR. She has a Commercial license with SMEL, Flight Instructor, Instrument and Instrument Instructor ratings and 5900 hours. Betty is co-owner with Claire of the flying school which is sponsoring this team. Betty is the chief pilot at the academy and is the FAA Designated Flight Examiner and Ground Instructor. Betty is a member of the Long Beach Chapter of the Ninety-Nines and AOPA.

Claire is flying her eighth TAR and was first in 1951. She has a Commercial license with Flight Instructor and Instrument ratings and 18,500 hours. It is hard to know when to stop writing about Claire for there is much to say. She has been instructing for over 20 years and many of her students have flown in the POWDER PUFF DERBY. Among her students, Claire lists her two children. She is a member of the Long Beach Chapter of the Ninety-Nines and AOPA.



#3

#73

PILOT: JUNE R. DOUGLAS, West Palm Beach, Florida**AIRPLANE:** Cherokee PA-28. 180 h.p.**SPONSOR:** Philadelphia Fund Inc., New York, N. Y.

Here is the winner of the 1965 IAR. As in that race, June has chosen to fly solo in this her sixth TAR. June was co-pilot for the winning team in 1960 and the second place team in 1961. She has a Commercial license with SMEL, Flight Instructor, Instrument, Instrument Instructor, Rotorcraft, Glider and FAA Examiner and 4000 hours. She is employed in the West Palm Beach branch office of her sponsor's firm. June is a member of the Eastern New England Chapter of the Ninety-Nines, AOPA, NAA, CAP and Quota Club.



#74

PILOT (L): DOROTHY JULICH, Jackson Heights, New York**CO-PILOT (R):** MARGUERITE LAUDENSLAGER, Lincraft, New Jersey**AIRPLANE:** Piper Comanche 40C. 400 h.p.**SPONSOR:** Walter R. Laudenslager, Red Bank Airport, New Jersey

Dottie is flying her sixth TAR. She has a Commercial license with SMEL, Instrument and Instructor ratings and over 5000 hours. She is currently a charter pilot and instrument instructor. She and her husband, Milton, have three children. Dottie is a member of the Greater New York Chapter of the Ninety-Nines.

Marguerite is flying her first TAR. She has a Private license with 205 hours. Her son has a Commercial license and is going for his Instructor's rating and her daughter is a student pilot. Marguerite is a receptionist for Air Taxi. Her husband, Walter, who holds many ratings, is active in NATA and is a Piper Dealer at the Red Bank Airport.



#20

#75

PILOT (R): FRANCES WARNER, Golden, Colorado**CO-PILOT (L):** JEANNE WARNER, Golden, Colorado**AIRPLANE:** Piper Cherokee PA-28. 150 h.p.**SPONSOR:** Kensair Corp., Broomfield, Colorado

This is a Mother-Daughter team. Fran is a Commercial pilot with SMEL, Instrument, Flight Instructor, Instrument Flight Instructor ratings and has 3000 hours. This will be her fourth TAR. She works as a flight instructor for her sponsor. She has another daughter in addition to her co-pilot. She is a member of the Colorado Chapter of the Ninety-Nines.

Jeanne is flying her first TAR. She has a Private license with 150 hours and is currently attending the Colorado State University.



#76

PILOT (R): JOAN SCHOGGER, Oswego, Illinois**CO-PILOT (L):** SUSANNE ROSCOE, M.D., Aurora, Illinois**AIRPLANE:** Cessna 172. 145 h.p.**SPONSOR:** McDonald's Hamburgers, Aurora, Illinois

This is another first TAR team. Joan has a Commercial license with SMEL and 330 hours. She is President of the Valley Answering Service in Aurora. Her non-pilot husband, Clarence, and their son will be following the progress of this team. Joan is a member of the Chicago Area Chapter of the Ninety-Nines.

Susanne has a Private license with 250 hours. Her husband, Dr. Garth Haller Roscoe, has just soloed. They have one child, Susanne is Corresponding Secretary for the Chicago Area Chapter of the Ninety-Nines and is a member of CAP, Zonta, and AMA.





#77

PILOT (L): ESTHER PHIPPS, Sacramento, California

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

AIRPLANE: Piper Apache PA-23. 300 h.p.

SPONSORS: Santa Barbara Aviation, Galeta; Western States Aviation News, Hayward; West Coast Avionics, Sacramento, California

Esther is flying her second TAR. She has a Commercial license with Instrument and Rotorcraft ratings and 750 hours. She is co-owner of West Coast Avionics. Her husband, Dr. Lewis E. Phipps, is also a pilot and they have two children. Esther is a member of the Sacramento Chapter of the Ninety-Nines.

Judy is flying her first TAR and has a Private license. Her husband, Norman, will be checking on this team as it goes across the States. Judy is flying co-pilot for her mother making this the third mother-daughter team in the race.



#78

PILOT (R): MARY KILBOURNE, Pocatello, Idaho

CO-PILOT (L): BETTY STORRS, Idaho Falls, Idaho

AIRPLANE: Piper Cherokee PA-28. 235 h.p.

SPONSOR: W. Grant Kilbourne, Pocatello, Idaho

Here is another first TAR team. Mary has a Private license with an Instrument rating and 655 hours. She has flown in the IAR. Her husband is also a pilot and they have three children. Mary is a member of the Eastern Idaho Chapter of the Ninety-Nines.

Betty has a Commercial license with SMEL and Instrument rating and 489 hours. Betty has also flown in the IAR. Her husband, Charles, is also a pilot and they have three children. Betty is Chairman of the Eastern Idaho Chapter of the Ninety-Nines.



#79

PILOT (Shown): EMERYL ANN CHARLES, Santa Monica, California

CO-PILOT (Not Shown): CAROLE COSTELLO, Santa Monica, California

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

SPONSOR: Jax Inc., Beverly Hills, California

And here is one more first TAR team, with Emeryl as pilot. She has a Commercial license with SMEL and Rotorcraft ratings and 1500 hours. Emeryl works as a flight instructor for Pacific Piper Sales Inc.

Carole has a Private license with 250 hours. She flies to singing engagements at the March Air Force Base.

Resume of Past Races

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



Page Shamburger

Director of
Press Relations
at Terminus

Chairman of the
Carolinas Chapter
of the Ninety-Nines

Aviation Writer and
Regular Columnist for
Cross Country News



This picture of Lord Casey, Kay Brick and Lady Casey was taken at the residence of the Australian Ambassador to the United Nations on the occasion of the first-day entry drawings. All entries postmarked the opening date, April 15, were drawn to determine their position of take-off from El Cajon. Lord Casey drew for #1, Lady Casey for #2 and they alternated until all numbers were drawn.

Lord and Lady Casey of Melbourne, Australia, both accomplished pilots, were en route to England where Lord Casey attended the House of Lords. Maie Casey is Patron and member of the Australian Women Pilots Assoc., and a member of the Ninety-Nines. They both learned to fly in the U.S. in 1938 before Lord Casey served as the first Australian Ambassador to the U.S. They returned home with their Fairchild 24, which is still operating in North Queensland. They are now flying a Cessna 180, and have their own strip in Berwick, out of which gliders also operate. Lady Casey's newest book, "Tides and Eddies" is due out soon. It deals with her world experiences. The title is taken from a remark by Sir Winston Churchill who was a close friend of the Caseys. You may note her frequent references to flying.



Joseph H. Tippetts
Director
Western Region
Federal Aviation
Agency

Joseph H. Tippetts has been in Government service 32 years—all in FAA and its predecessor agencies, except for 4 years in the U.S. Navy. He has been in aviation all his life—communications, air traffic control and navigation. His posts of duty ranged from Utah desert at an isolated airway station to Alaska in installations, operations and maintenance. He served 15 years in Washington, D.C. where he ultimately headed the Federal Airways in the old Civil Aeronautics Administration.

Tippetts has served as Chief U.S. Delegate to several international conferences on aeronautical matters, and in this regard was instrumental in many of the current worldwide standards for air traffic control, air navigation and communications.

In November 1961 he was assigned by Administrator Halaby to the Western Region and in this position is head of all FAA's activities in the western states of Arizona, California, Colorado, Idaho, Nevada, Oregon, Utah, Washington and Wyoming.

Handicap "Par Speeds"

Note: To be eligible to race the airplane must have been manufactured on or after January 1, 1965. These handicaps apply only to the specific airplanes, engine models, propeller and fuel combinations stated above.

AIRPLANE MAKE & MODEL	FUEL CAPACITY (gals.)	HP	PAR (knots)	AIRPLANE MAKE & MODEL	FUEL CAPACITY (gals.)	HP	PAR (knots)
BEECHCRAFT				MEYERS			
Bonanza H35	60	240	156	Meyers 200	80	260	159
Bonanza J35	60	250	157	MOONEY			
Bonanza K35 to M35	70	250	158	Mark 20	49	150	132
Bonanza N35 to Q35	80	260	159	Mark 21 (20A,B,C)	49	180	141
Bonanza S35	84	285	166	Super 21 (20E)	52	200	152
Debonair 33	50	225	151	Master Fixed gear & prop.	48	180	114
Travel Air	84	360	163	Master Fixed gear & constant speed prop.	48	180	117
Musketeer 23	60	160	111	MORRISEY			
Musketeer 23 11	60	165	112	Morrissey	35	150	109
CESSNA				NAVION			
170	42	145	105	Rangemaster	108	260	143
172 prior to 1961	42	145	104	PIPER			
172 1961 to 1965	42	145	107	Super Cub PA-18	36	150	102
175 fixed pitch prop., powermatic	52	175	116, 119	Tri-Pacer PA-22	36	150	105
180	60	225	133	Tri-Pacer PA-22	36	160	106
180 prior to 1961	65	230	134	Cherokee PA-28-140 (2 seats)	50	150	108
180 1961 to 1965	65	230	135	Cherokee PA-28 (4 seats)	50	150	108
182 prior to 1959	65	230	129	Cherokee PA-28	50	160	110
182 1959	65	230	130	Cherokee PA-28	50	180	118
182 1960 to 1965	65	230	131	Cherokee PA-28 fixed prop, constant prop.	84	235	137, 140
185 (six seats)	65	260	141	Comanche PA-24	60	180	133
205 (six seats)	65	260	139	Comanche PA-24	60	250	149
206 (six seats)	65	285	145	Comanche PA-24	60	260	157
210 prior to 1962	65	260	154	Apache PA-23	108	300	136
210 1962, 1963	65	260	152	Apache PA-23	108	320	139
210 1964, 1965	65	285	161	Twin Comanche PA-30	90	320	165
DOWNER				Comanche 400	100	400	189
Bellanca Cruisemaster 14-19-2	54	230	140				
Bellanca 260, 14-19-3	60	260	148				
Bellanca 260A (1965)	60	260	153				

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

SPEED FAIRINGS:

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

FUEL:

Single engine planes listed having fuel capacity other than as shown, add handicap 1 knot per 10 gallons or fraction thereof. Twin engine planes add 1 knot per 20 gallons or fraction thereof. 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.

Awards

FIRST PLACE

AWTAR trophies 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.)

Varig Airlines Award, Brazil, South America

*PGT-10 Airline Transport Pilot Course to pilot.

*PGT-4 thru 8—Set of Refresher Courses to co-pilot.

Portable Oxygen System ZA-206 to pilot.

Donated by Zep Aero, El Segundo, California)

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

SECOND PLACE

AWTAR trophies for pilot and co-pilot.

\$800 Cash.

*PGT-3 Instrument Rating Course to pilot.

*FC-2 Flight Case to co-pilot.

THIRD PLACE

AWTAR trophies for pilot and co-pilot.

\$600 Cash.

*PDS-1 Pilot's Digest (Complete Set in binder) to pilot.

*CSG1A Pocket-size "Slide-Graphic" Computer to co-pilot.

FOURTH PLACE

AWTAR trophies for pilot and co-pilot.

\$400 Cash.

*B-1 "Wind Arm" Computer to pilot.

FIFTH PLACE

AWTAR trophies for pilot and co-pilot.

\$200 Cash.

*CR-3 Circular Professional Computer to pilot.

SIXTH PLACE

\$100 Cash. (Donated by "A friend of the Chicago Area Chapter of The Ninety-Nines.")

SEVENTH PLACE

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

Highest Score for a Pilot Flying Solo.

\$100 Cash. (Presented by Flying Magazine)

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

\$100 Cash. (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.

Beech Bonanza—Atlantic Aviation, Wilmington, Delaware.

Cessna 172/175—AWTAR Inc.

Cessna 180/182—AWTAR Inc.

Cessna 210—AWTAR Inc.

Mooney—AWTAR Inc.

Piper Cherokee 140/160—Princeton Aviation Corp., Princeton, N. J.

Piper Cherokee 180/235—Tennessee Airmotive, Chattanooga, Tenn.

Piper Comanche 180/250/260—Louisville Flying Service Inc., Louisville, Ky.

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 Crew Whose Combined Time is 500 Hours or Less.

\$100 Cash. (Presented by Flying Magazine)

*All these from Jeppesen and Company, Denver, Colorado

LEG PRIZES

Leg #	From	To	Award
1	El Cajon	Tucson	\$ 75
1A	Tucson	El Paso	(1st) 100 (2nd) 40
2	El Cajon	El Paso	100
3	Tucson	Midland	50
4	El Paso	Dallas	100
4A	El Paso	Midland	100
5	Midland	Monroe	(1st) Bowl (2nd) Plaque
6	Dallas	Montgomery	(1st) 75 (2nd) 40
7	Monroe	Savannah	100
8	Montgomery	Chattanooga (via Savannah)	50
9	Savannah	Chattanooga	100

Thanks to:

\$50 from L.A. Chapter in memory of a member
\$25 from Tucson Chapter of the Ninety-Nines
{Champs Aviation, El Paso, and
Humble Oil & Refining Co., Houston.
Southwest Air Rangers, Champs Aviation
and El Paso Aviation, Inc. (All El Paso, Texas)
Norman Smith Trucking, L.A., Calif.
Southwest Air Rangers, Champs Aviation
and El Paso Aviation, Inc. (All El Paso, Texas)
Vromar Aviation, Midland and Humble Oil & Refining Co., Houston
Chamber of Commerce, Monroe, La.
Chamber of Commerce, Monroe, La.
Texair, Inc., Airhaven, Inc. and Modern Aero Sales, all Dallas, Tex.
Redbird Electronics, Shelton Aero, Texas Airbanc, Inc.,
Aero Instrument Supply (All Dallas, Texas)
Coastal Air Service, Inc., Savannah
Aviation Commission of Montgomery, Ala.
Chamber of Commerce and Royce Kershaw
Savannah Air Service, Savannah, Ga.

Notes

FLYER'S ROSARY



*By night on swift enchanted wings I fly,
Bright stars above become my Rosary,
Each star a lonely prayer which bids me try
To live in faith and hope and charity.
At times I seem to question truth above
And even doubt sublime eternity,
Yet countless stars tell me a Holy Love
Will watch and care for me, Eternally.*

*All through the night I prayed my Rosary
On Heavenly Beads where only Angels trod.
How can I ever doubt Life's mystery
When first at dawn my humbled soul is awed?
The generous sun gives me so tenderly
Another day~that I may live, for God.*

May Conrad

