

18TH ANNUAL POWDER PUFF DERBY



JULY 4-8, 1964

OFFICIAL PROGRAM \$1.00

The Powder Puff Derby

ALL WOMAN TRANSCONTINENTAL AIR RACE
July 4-8, 1964

List of Contestants

NAME	TAR #	PAGE #	NAME	TAR #	PAGE #
Adamson, Dolores	42	32	Loening, Elaine	28	28
Adler, Cecile	35	30	Lohr, Dori	26	28
Aikins, Mary	20	26	Lynam, Nancy	52	34
Anderson, Frances	30	29	Maher, Gay	10	24
Arnold, Pat	27	28	Markam, Jacquelyn	15	25
Bateman, Ellen	52	34	McCarty, Lorraine	27	28
Benn, Velta	55	35	McCullough, Eleanor	5	23
Bera, Frances	4	22	McElhatton, Jeanne	47	33
Bonar, Jean	45	33	McEwen, Pat	12	24
Britt, Virginia	53	35	McGuire, Emma	24	27
Burke, Marian	29	29	McKay, Sammy	56	35
Cantrell, Phyllis	32	29	McKendrick, Hazel	6	23
Chalow, Merle	41	32	Miles, Lois	22	27
Clark, Mary	38	31	Miller, Betty	2	22
Conley, Anita	16	25	Misener, Lorene	58	36
Crane, Margaret	56	35	Nitzen, Ruth	1	22
Davis, Miriam	35	30	Noah, Mary Ann	20	26
Davis, Yvonne	8	23	Owsley, Patti	30	29
Dittmar, Florence	61	37	Parsel, Madine	57	36
Duncan, Polly	54	35	Petty, Jackie	18	26
Dunn, Carole	24	27	Pinkney, Mary	59	36
Ellis, Helen	10	24	Prehn, Joan	60	36
Emmert, Phyllis	6	23	Rackleff, Evelyn	26	28
English, Mary	15	25	Rasmussen, Leslie	23	27
Evans, Barbara	23	27	Reaume, Dorothy	36	30
Faller, Barbara	48	33	Reilich, Hialeah	50	34
Gahagan, Katharine	28	28	Reynolds, Jean	36	30
Geddes, Dorothy	11	24	Richardson, Gini	51	34
Gilmore, Shirley	11	24	Riehle, Hope	25	28
Gladney, Pat	47	33	Ringenberg, Margaret	8	23
Glasson, Pauline	19	26	Roberts, Alice	49	34
Graber, Barbara	50	34	Rogers, Patricia	45	33
Green, Chris	37	31	Sanders, Dottie	49	34
Hammond, Alice	9	24	Schubert, Trixie-Ann	31	29
Hardin, Jan	31	29	Schutte, Audrey	14	25
Harper, Virginia	43	32	Sherwood, Evelyn	57	36
Hauk, Ardell	18	26	Shinn, Mildred	43	32
Hazelett, Dawn	25	28	Sommer, Theo	42	32
Hill, Esther	33	30	Steadman, Bernice	38	31
Hoffer, Lucille	46	33	Stewart, Kay	17	26
Hortman, Yvette	13	25	Title, Rhoda	58	36
Huntington, Mac	7	23	Trindle, Ellen	14	25
Hyde, Louise	39	31	Tygert, Rosalie	60	36
Jepsen, Marian	51	34	Van Zante, Dr. Dorothy	4	22
Julick, Dorothy	33	30	Vial, Mary	44	32
Kee, Beulah	34	30	vom Saal, Jewel	5	23
Kemper, Mary	61	37	Wagner, Judy	3	22
Kennedy, Carol	1	22	Warner, Frances	37	31
Kennelly, Patti	19	26	Warren, Dorothy	46	33
Kluppel, Dr. Dee	21	27	Watson, Elsie	7	23
La Forge, Sally	40	31	Wilcox, Norma	34	30
Langher, Doris	9	24	Willis, Barbara	21	27
Lightfoot, Joanne	32	29	Wimmers, Jessie	44	32
Loch, Mary	13	25	Winfield, Lee	53	35
Lodwig, Ann	40	31	Wofford, Sharon	48	33
			Wright, Myrtle	16	25



SALUTE TO THE POWDER-PUFFERS

The Eighteenth Annual Powder Puff Derby—what a showcase for general aviation! No other aeronautical event can be so persuasive to the non-flying public that ordinary citizens can be pilots, and safe ones, too. Where endurance flights and long over water hops evoke only mild interest in the readers of the public press, which invariably gives more space to a weather accident over Podunk than it does to a transoceanic jaunt in a light-plane, this wonderful All Woman Transcontinental Air Race catches the imagination of the most devout land lover. I salute you.

Sad to say, aviation has not grown as everyone predicted twenty years ago. This underwhelming development rests on a foundation of fear, on the abysmal Public Image of aviators, of light aircraft, and for that matter of aviation in general. Flying is popularly regarded as a suicidal venture best left to be indulged in by young, nerveless men with lightning reflexes and steel muscles. The old Superman Concept carries on with new fuel being added by the constant avalanche of information about space flight, jets, rockets and flying saucers. Coupled with the fact that non-fliers don't believe that the "thin air" can support anything, this mass of incompetent, irrelevant and irritating nonsense has been a barrier to aviation growth and to its general public acceptance.

You gals of the Powder Puff Derby are the best way to get the message across that flying is safe and reliable transportation and that it is *fun*! Your annual mass transcontinental flight is proof positive to chronic doubters that light airplanes are really magic carpets that can carry ordinary people for thousands of miles and that one need not be a Superman to run them.

One picture, say the Chinese, is worth a thousand words. A girl pilot who is as pretty as a picture, say I, does more to sell the flying concept than all the brochures, advertisements and publicity blurbs ground out by the Madison Avenue Agencies in a year. You give rise to a dream: "If she can do it, so can I".

The story of the AWTAR deserves to be told on a grand scale. Your effort deserves the unstinting co-operation of everyone in the aviation community, the manufacturers of the airframes, the engine companies and all the supporting industries. What a story: eighteen years of coast to coast flying by girls. At least 2500 miles and with 100 participants each year. That adds up to four and a half *million* miles of accident-free flying. What a story. What an answer to the misbegotten soul who asks, "What do you do when the engine quits?", as if every outing is a rendezvous with a crunch. And by what kinds of pilots? Girls. Young girls, just out of their teens, and girls who have a couple of kids at home and girls who have some grandchildren waiting for them—but girls, because that is what flying does for them. It is sort of a Fountain of Youth.

This event is billed as a race, and you know that it is one, for competition is keen and desires are high. But it is much more than a race. It is an adventure, it is an exhilarating experience and most of all, it is *fun*. No matter that you pay entrance fees out of your own pocket, knowing that only one or two can recoup the expense in prize money. Why do you do it, then? Because it *is* fun. In your light airplanes you see the United States as only a few of its citizens will ever see it: the grandeur of the Rocky Mountains, the spectacular colors of the Grand Canyon and the Painted Desert, Meteor Crater, the golden fields of the Ozarks, the blue grass of Kentucky, the Smokies of West Virginia and the inviting blue Atlantic Ocean. It is a race in which only a few can cop the hardware, but it is a race in which you all win.

I wish I could fly along with you, but I couldn't pass the required physical to qualify. But I have taken your course many times, and I guarantee that I'll be waiting for you in Atlantic City.

Happy Landings!

FRANK KINGSTON SMITH

Frank Kingston Smith



L to R—BETTY GILLIES, Past AWTAR Chairman; BARBARA LONDON, Vice-Chairman; KAY A. BRICK, Chairman; with the Beech Baron 1347 Zulu, the "AWTAR Special."

AWTAR BOARD OFFICIALS MONITOR RACE ALOFT

When the yellow-and-white Beech Baron 1347 Zulu is cleared for take-off at Fresno, California one hour after the last contestant has become a dot in the sky, Betty Gillies will claim the controls. This fast twin might well be called the "AWTAR Special" with the functional duty of transporting Race Board Officials from the Pacific to the Atlantic. On board with the Chairman and Vice-Chairman will be Margaret Ross, Inspection Chief.

Baggage space will carry the sealed copy of the official NAA departure times of the contestants, plus race programs to be dropped off at various points en route—also inspection equipment such as a prop measuring device, McCauley Rev Check, calibrated manifold pressure gauge and calibrated tachometer—and the gold-sealed, be-ribboned proclamations issued by the Governors of the states through which the race route passes, dedicating the week of July 4-11th as "Women in Aviation Week." These declarations will be redisplayed at terminus headquarters, Hotel Dennis, Atlantic City, N.J.

A call from the airborne officials to the military will reinstate activity to portions of restricted areas through which the race contestants have been cleared to pass.

The "AWTAR Special" has first-hand knowledge of weather conditions affecting the fliers along the way. It picks up calls made by the racers and any monopoly of the air waves will bring reprimand later. The "Special" even drops into designated stops en route to determine operational progress.

There is no wagging of wings in customary salutation by race planes as 1347 Zulu passes them in flight—this bit of salute slows their progress and every second counts.

KNOW-HOW

Eligibility to enter the POWDER PUFF DERBY is in itself an achievement, but the race aims to generate better informed pilots and to spur participants to sharpen their flying skill. The Derby seeks to maintain its impeccable record through its rules and education, key to the ceaseless search for safety. Today's private airplanes are built with speed and performance capabilities equal or exceeding those of the early transport types. The

complexity of air traffic procedures, although balanced by planes with more efficient navigational equipment, require even higher degrees of proficiency. All planes entered have recent periodic inspections, and governing officials seek the most knowledgeable operation of these efficient power plants by the racers.

During the three days prior to take-off, contestants attend brief seminars presented by experts in their fields. Such subjects as these are discussed: mountain flying, thunderstorm flying, altitude-temperature effects on airplane performance. This year a representative of Continental Motors will cover "Care for Long Engine Life and Efficient Operation." Jeppesen & Co., which designs special kits for the race route, may in addition discuss, "Getting The Most From Radio Through Maximum Use of Low Altitude and Approach Charts." Since 40% will be flying the TAR for the first time, repeats will be offered on "Desert Survival" by John Zentner, FAA, and "Why and When to Use Oxygen" by Dr. Wilbur Zepp, Zep-Aero Company. Pertinent booklets and fact sheets are given out on such topics as "Medical Factors in Flight," U.S. Steel; "GO-NO GO", Esso; "Koch Altitude Temperature Charts", FAA; "How To Fly Thunderstorm Areas", NPA.

A three hour briefing the afternoon before take-off covers the latest NOTAMS, special instructions for flying restricted areas and calling up temporary towers provided for race safety, the procedures necessary for flying the course and a complete analysis and forecast of the entire U.S. weather system presented by the Weather Bureau. During the 6 A.M. breakfast prior to take-off, a final weather picture is also depicted.

Competition in every sport has resulted in increased performance and improved degrees of skill. The flying discipline which the race offers—holding headings and altitude, and efficient landing and take-off patterns—contribute to winning as well as to safety. The depth of preparation and experience gained by pilots participating in the Powder Puff Derby is not normally attained by the average pilot. To this challenge the AWTAR Board of Directors addresses itself each year.

Kay A. Brick
Chairman
Board of Directors

The Ninety-Nines, Inc.



Only one entrant in this year's All Woman Transcontinental Air Race will "WIN" the Powder Puff Derby, receive the top cash prize, the trophies and the recognition that goes with this accomplishment. Yet each plane with its crew will gain as much if not more than the "WINNER".

Each of you, by entering the race, has shown an eagerness and persistence to improve your knowledge and ability in flying.

Each of you will have gained an invaluable experience in cross-country navigation.

Each of you will have improved your facilities for planning and judgment.

Each of you will have met and become friends with Ninety-Nines all along your route.

Each of you will have publicized the proficiency of Ninety-Nines to the entire world.

The prize money will be spent, the trophies will eventually gather dust, the newspaper stories will grow yellow with age, but the knowledge and the experience you have gained in the race will reward you forever.

My sincere congratulations to all of you "WINNERS".

RUTH DEERMAN
International President

Thank You

The Board of Directors of The All-Woman Transcontinental Air Race wishes to thank the following 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.

.....
City of Fresno, California

City of Atlantic City, New Jersey
.....

Continental Motors Corp., Muskegon, Mich.
A.C. Spark Plug Div., General Motors, Corp.,
Flint, Michigan

Shell Oil Company, New York, N. Y.
Champion Spark Plug Co., Toledo, Ohio
.....

Humble Oil & Refining Co., Houston, Texas
Air Work Corp., Millville, New Jersey
Hawthorne Aviation, Charleston, South Carolina
McCauley Industrial Corp., Dayton, Ohio

Air Facts, Inc., Princeton, New Jersey
Bendix Corp., Baltimore, Maryland
Aviation Insurance Managers, Inc., New Orleans, La.
Avco Corp., Lycoming Division, Williamsport, Pa.

Leslie F. Muter
Piper Aircraft Corp., Lockhaven, Pa.

Cessna Aircraft Co., Wichita, Kansas

Beech Aircraft Corp., Wichita, Kansas
.....

... for special services

Federal Aviation Agency, Washington, D. C.

Fresno Chapter of the Ninety-Nines
Electronic Data Processing Div. of Honeywell Inc.,
Wellesley Hills, Mass.
Flying Tiger Line, Inc., Burbank, Calif.
U. S. Weather Bureau, Washington, D. C.
U. S. Coast Guard, Atlantic City, N. J.
Civil Air Patrol

Greater New York Chapter of the Ninety-Nines
Simplex Time Recorder Co., Gardner, Mass.
Jeppesen & Co., Denver, Colorado
U. S. Coast & Geodetic Survey, Washington, D. C.
Amateur Radio Operators
Wing Scouts
.....

... to those who made airplanes available for purposes of handicapping

Piper

Medina Aircraft Co., Long Beach, Calif.
(Jack Roberts)
Aztec Aircraft Sales, Long Beach, Calif.
(Dorothy Dean)
Aero Brokerage Corp., Fullerton, Calif.
(Joe Nugent)
Palomar Piper Aircraft Sales, Carlsbad, Calif.
(Pat Connolly)
Dr. C. Lindsay, Vista, Calif.

Beech

Belmont Aviation, Long Beach, Calif.
(Bob Cenicerros)
Tanger Aviation Sales, Torrance, Calif.
(Marion L. Tanger)
Norman Larson Co., Van Nuys, Calif.
(Norman Larson)

Cessna

El Cajon Flying Service, Santee, Calif.
(Bob Dennis)
Air Oases Co., Long Beach, Calif.
(Verne Etter)
Florence Dittmar, Los Angeles, Calif.

Mooney

Riverside Air Service, Riverside, Calif.
(Joe Benjamin)
Pacific Mooney, Inc., Long Beach, Calif.
(Fred Mayer)
.....

And to those helping hands along the route: local Ninety-Nines, airport personnel, civic officials, Chambers of Commerce, tower operators, weather forecasters and all of you who cheered us on. . . .

OUR THANKS

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.

KAY A. BRICK, chairman, is serving her 14th year on the board, her third as chairman. Kay has raced in 5 TARs, holds a commercial license SMEL with instructor ratings and 4400 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 New York University and has done graduate work at Columbia University. She is a past International President of the 99's and is a member of the Greater N.Y. Chapter.



BARBARA LONDON, Vice Chairman, serves her 14th year on the board. She is West Coast Representative and has flown 4 TARs. She holds a commercial license SMEL, SMES 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 99's and is a member of the Long Beach Chapter.

ALICE HAMMOND, Secretary, has been flying for 32 years and has 2850 hours. She will be racing in her 11th 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 99's and is Chairman of the Amelia Earhart Memorial Scholarship Fund. Alice belongs to the E. Pa. Chapter.



BARBARA EVANS, Treasurer, is flying her 4th TAR this year. In 1961, and again this year, she is a part of the Route Survey team, and has been a race terminus chairman. She has served the 99's as Section Governor, International Treasurer and Secretary and member of the Executive Board. She attended Northwest Christian College, Oregon. Barbara has edited the official race program for 1963 and 1964. She is a member of the Greater N.Y. Chapter.

THERESA VASQUES is serving her 5th 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 which she is currently a member.



LOIS FAIRBANK is serving her first year on the board and is handling the promotional aspects. She has a commercial license, SEL rating. Lois has served as Chairman and Governor of the 99's, N.Y.-N.J. Section, and in 1962 chairmanned the 99's International Convention held in Princeton, N.J. She received her B.A. in Education from New York University. She is a member of the Greater N.Y. Chapter.

MARGARET ROSS has been on the board for 4 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 99's.



MARIAN JEPSEN has been on the board 5 years and this year assumed the duties of Route Director. She has a commercial license SEL Ground Instructor and Instrument ratings. She has flown in the TAR seven times and will soon receive her B.S. in accounting from San Diego State College. She is a member of the San Diego Chapter of the 99's.

Official Timers

CHIEF TIMER, Terminus
Private—400 hrs.
Flew 3 TARS

Private—300 hrs.
Flown TAR
Previous Timer
and Inspector



Rae Tober
Massachusetts



Lucille Quamby
Michigan

Comm. Instrument
800 Hrs. Flown 2 TARS
Previous Timer



Velma Del Giorno
Michigan



Lois L. Wartman
Rhode Island

Private—300 hours
Flown 2 AWNEAR's
M.A. in Bus. Adm.

Bonnie Bradford
Oregon



Frances Gustavson
Nevada

Private License
Owns Cessna 182



Chief Timer, Start
Comm. SMEL—WASP
Flown TAR
Timer 9 years



Adele Binsfield
Michigan

Private—200 hours
Flown 2 TAR's
Past Chr. Mich. Chap.

Private License
Working towards Comm.
and Instructors ratings

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 Honeywell. In the event a protest is filed, they serve on the Protest Board and see that FAI regulations are upheld.

Inspectors

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



Iris Critchell, Calif.
Commercial, SMEL, Instructor
Instrument, Ground Ratings
Over 5,000 hours



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



Barbara Brotherton,
New Jersey
Private Pilot
Flies own Cessna 170



Our Thanks to Simplex

Once again, internationally known Simplex Time Recorder Company of Gardner, Mass., is honored to have supplied the time stamps for all check points during the POWDER PUFF DERBY. The stamped registrations are vitally important to all contestants and will give permanent location and time records of the race.

Last year Simplex watched its own 75th anniversary tick by while Simplex time clocks and validating stamps, with characteristic thud, continued to record the start and stop of the working day and to indisputably mark the exact hour and minute of the arrival of mail, the receipt of an order, the dispatch of a message and the consummation of transactions worth countless millions of dollars. Each day Simplex timed signals send uncounted youngsters scurrying to classrooms, and at night Simplex watchmen's clocks offer testimony to the vigilance of lonely guards. Simplex equipment is on the job round the clock to prevent fire and panic.

The question "What time is it?" may be answered by a handsome Simplex time piece; whether it be clearly seen from atop a modern institution, on the wall in an executive's office, or in a busy travel terminal. Today,

under the leadership of President Curtis G. Watkins, son of the founder, Simplex manufactures more than 65 different types of time equipment.

Future plans include plants in Belgium and Japan for manufacturing and trade with European Free Trade Assoc. and the Common Market countries. Thus, Simplex takes its place among the far seeing industrialists and now is in a strategic position of world leadership with globe circling facilities.

POWDER PUFF DERBY
ATLANTIC CITY, NEW JERSEY

JUL 16 7 39 PM '63



AWTAR...thanks

the following Ninety-Nine Chapters and Sections for their contributions to the 1964 race:

Abilene	Greater Kansas City	*Sacramento
Alabama	*Greater New York	San Diego
Alaska	Greater St. Louis	San Fernando
Bakersfield	Houston	San Gabriel
Bay Cities	Idaho	San Joaquin Valley
Cape Girardeau	Indiana	Santa Barbara
Carolinas	Iowa	Santa Clara
Central Illinois	Long Beach	Shreveport
Chicago	*Los Angeles	Southeast Section
Colorado	Midland	Tennessee
*Eastern Idaho	*Michigan	Tucson
Eastern New England	Middle East Section	Tulsa
*Eastern Pennsylvania	Montana	Utah
*Eastern Washington	Orange County	Washington D. C.
El Cajon Valley	Ozark	Western Washington
El Paso	Phoenix	Wisconsin
Georgia	Rockford Area	

* These include individual as well as chapter contributions.

thanks . . . also to the individuals of the following chapters who contributed . . .

Australia	El Paso	Oregon
All-Ohio	Northern New England	Tip of Texas
	Oklahoma	

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.

The Amateur Ham Radio Net



JERRY MANN
W7VYC



"SQUEAK" PORREY
K7RBM



CAROLYN CURRENS, W3GTC
Net Chairman



RON HALE
KØQGU



DAVE NEWMAN
K5SGH

Mrs. Carolyn Currens, W3GTC, is chairman of the "Ham" Radio Net for the seventh 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 13th 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.

Fresno, California

Chester Croswhite K6ACO
Call: W6TO (Fresno Amateur Radio Club)

Las Vegas, Nevada

Jerry W. Mann W7VYC
"Squeak" Porrey K7RBM
Call: K7UGE (Las Vegas Radio Amateur Club)

Winslow, Arizona

Roy Edwards W7REO

Albuquerque, New Mexico

Roger Muchmore, Call K5FIQ

Amarillo, Texas

Paul Dodson, K5IRP, Panhandle Amateur Radio Club,
Panhandle VHF Pioneers Club.

Oklahoma City, Okla.

W. O. Todd W5UZX
Call: W5PAA (Aeronautical Amateur Radio Club)

Fayetteville, Arkansas

David Newman K5SGH
Call: W5YM (Amateur Radio Club of the U. of Ark.)

Cape Girardeau, Mo.

Ronald F. Hale K0 QGU
Call: K0 CEA (Southeast Mo. Amateur Radio Club)

Lexington, Kentucky

Dix Newton K4KJQ

Morgantown, West Virginia

David Mitchell WA8IMY

Atlantic City, N.J.

Jake Kaferle W3LMG

Transcontinental Traffic

Interstate Side Band Net 3.985
Everett L. Hanna W9NWK, Net Mgr.

The Amateur Ham Radio Net operators followed these 1963 winners across the country.



Sponsors



#21 Daco Rubber, Inc., North Hollywood, California



#44 Phoenix Beauty Supply, Inc., Phoenix, Arizona



#16 Hoberg's Resort, Hoberg, California; Salinas Engine Works & Custom Aircraft, Salinas, California



#17 Irish International Airlines, New York City, N.Y.



#41 Alcor Aviation, Inc., San Antonio, Texas



#11 Arcadia Chamber of Commerce, Arcadia, California

Sponsors



#31 Beach-Air, Inc., Long Beach, California



#43 Mamer-Shreck Air Transport, Inc., Spokane, Washington



#14 Studio Girl-Hollywood, Glendale, Calif.; Flite Togs by Phil Rose of California



#26 Hillsboro Aviation, Hillsboro, Oregon; Corvallis Aero Service, Corvallis, Oregon



#23 Mullins-Rasmussen, Inc., Mt. Lakes, N.J.; Mechanical Institute, Inc., Boonton, N.J.; Aero Flying Service, Inc., Lincoln Park, N.J.



#1 Martin W. Miller, Altaville, Calif.; Calaveras County Fair Board, Angels Camp, Calif.

Takeoff!



From left to right: Barbara Faller, Deputy Chairman; Dorothy Kent, Chairman; Mary Hables, Impound; Helen Smith, Publicity; Betty MacPherson, Program Sales; Eleanor Matthews, Inspection; Carol Bugay, Operations. Absent when picture was taken: Jackie Lippert, Transportation; Estelle Stacy, Accommodations. The Fresno Air Terminal control tower is in the background—the center of our activities for the Start.

AWTAR PROGRAM

The Fresno Chapter of Ninety-Nines is very grateful for the enthusiastic help volunteered by so many people. Without the support of the community we could not have given Fresno the AWTAR Start. Our thanks to those listed below and to the unlisted but not forgotten:

City of Fresno
Fresno City & County Chamber of Commerce
Women's Section of the Chamber of Commerce
Fresno County Sheriff's Air Squadron
Civil Air Patrol
Federal Aviation Agency
Gene Ford & Frontier Chevrolet Company
Kaar Engineering
David Faller—Transportation System
A. C. Spark Plug Division of General Motors
The Hacienda Motel

Van Gas, Inc.
Convention Bureau
Wilmer Garret, Sup't. of Airports
California State Air National Guard
Beverage Association of Fresno
Bill's TV
Tidyman Studio
James Knight Co.
Eddie's Pastry Shop
All Fresno City & County news media
Hamilton Ranch

1964 18th ANNUAL AWTAR FRESNO, CALIFORNIA

Tuesday, June 30, 7:30 P.M. Fresno Chapter Welcome Party, Elks Club.

Wednesday, July 1, 8:30 P.M. Reception — Hosts: Courtesy A.C. Spark Plug Division of General Motors Corporation and Aviation Quality Council —Pacific Airmotive Corporation, Hacienda Motel.

Thursday, July 2, 7:30 P.M. Pre-Flight Banquet— Host: Fresno Chamber of Commerce, Speaker, Col. Chuck Yaeger.

Friday, July 3, 11:30 A.M. 18th AWTAR Luncheon. 2:30 P.M., Pilots' Briefing.

Saturday, July 4, 6:00 A.M. Takeoff Breakfast. Weather Briefing. 8:00 A.M., Takeoff F. A. T.

Fresno Air Terminal

City of Fresno

Site of the 1964 Powder Puff Derby Start



FRESNO AIR TERMINAL

The spacious Fresno Air Terminal, built at a cost of \$3 million, is planned for tomorrow. The new structure matches the vitality with which forward-thinking Fresno is planning for the future. A massive downtown redevelopment program, new high-rise buildings and a vigorous 6,000 square mile county blend together to make this the World Capital of Agribusiness.

More than 200 different agricultural crops are grown within our boundaries and farm income averages more than \$1 million a day.

Agriculture and business go together to make this the Agribusiness center, and aviation plays a most significant part in building and maintaining this area as the Number One County in the Number One State.

All Fresnoans join in wishing each participant in the 1964 Powder Puff Derby a great race, and we extend the hand of friendship to you and hope you enjoy your Fresno stay.

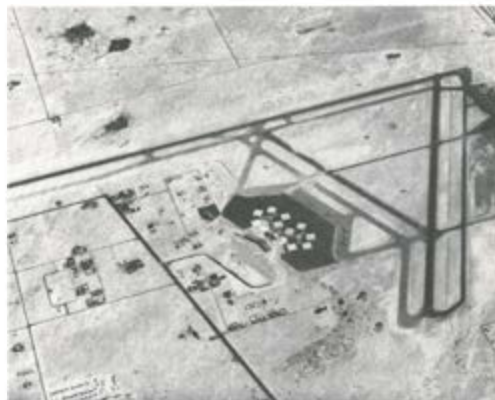
The Route

The 1964 route of 2573 miles overflies challenging and colorful country. The course is so straight that for the second year in a row there is no mandatory stop. There are nine 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.

McCARRAN AIRPORT, Las Vegas, Nevada. McCarran Airport is located at the end of the famous Las Vegas "Strip" where the nation's top entertainers appear every night. The field has a 10,500 foot runway, one of only three in the Pacific Southwest, the other runways being 6,500 feet and 4,500 feet. The elevation of the field is 2,471 feet.

Known as the "Entertainment and Fun Capital of the World", Las Vegas, with its new modern Convention Center, is also an excellent site for sales meetings and conventions of all sizes.

The Ninety-Nines co-ordinator is Margaret Moore. The Airport Manager is Gordon W. Miles; C. H. Speckman is Manager of Vegas Airmotive; and Eugene S. Gull is serving again this year as the FAA Supervising Inspector.



WINSLOW MUNICIPAL AIRPORT, Winslow, Arizona. Located on the high Northern Arizona plateau, Winslow is surrounded by spectacular scenery: Meteor Crater, the Painted Desert, the Petrified Forest, and the Navajo and Hopi Indian reservations. This largest city (population 9,000), in Navajo County, is on U. S. Highway 66, the Santa Fe Railroad and V12 Airway.

The municipal airport, elevation 4937 feet, has three paved runways, 7,500 feet, FAA Communications hot line, Weather Bureau, and restaurant.

The Airport Manager is Henri Lyet. The Ninety-Nines manning the stop are Jean Black and Trudy Murphy of Winslow and Pat Lambart of Phoenix. George South will serve as FAA Supervising Inspector.



ALBUQUERQUE METROPOLITAN AIR TERMINAL, "SUNPORT", Albuquerque, New Mexico. The "Sunport" is one of the busiest in the nation, serving the Air Force Weapons Command Base (the major support arm for the Albuquerque Operations Office of the Atomic Energy Commission), Manzano Base, sprawling Sandia Corporation (prime contractor in the nation's nuclear program), and commercial traffic. Approximately one-third of the total air traffic at the "Sunport" is of a military nature. The "Sunport" is 3½ miles southeast of Albuquerque at an altitude of 5,283 feet.

The Ninety-Nines co-ordinator is Marie Grossetete; Chief Timer is Irene Kay. Frank W. Cazier is FAA Supervising Inspector; Clyde G. Sharrer, Aviation Director.





AMARILLO MUNICIPAL AIRPORT. Amarillo, Texas, population about 150,000, is located in the Panhandle of Texas, and was founded in 1887 as a cattle town. The principal industries today are agriculture, cattle, oil and gas. Amarillo was the first town in the southwest and the fifth in the U. S. to adopt the City Manager plan of government.

The airport is 3604 feet above sea level and has two runways, control tower, weather and lights. Mr. Ed M. Thurmond is the Airport Manager.

The Ninety-Nines Stop Chairman at Amarillo is Charlotte Hunter, Odessa; Chapter Chairman is Mildred Goodson, Ozone, Texas. Robert H. Wisener will serve as FAA Supervising Inspector.

WILL ROGERS WORLD AIRPORT, Oklahoma City. Oklahoma City had a unique beginning when on April 22, 1889 between noon and sundown, 10,000 persons settled along the banks of the North Canadian River in response to a U. S. presidential proclamation throwing open to white settlement a broad central section of what is now Oklahoma.

The International Headquarters of The Ninety-Nines, Inc. is housed in the Will Rogers Terminal Building. Also on the field is a \$20,000,000 FAA Aeronautical Center which serves civil aviation around the world.

The airport is 1284 feet high, has three runways, control tower, weather and lights. Mr. William O. Coleman is Director of Airports.

Ninety-Nines Stop Chairman is Rita C. Eaves; Jane Abbott is Chapter Chairman. Bernard E. Miley will serve as FAA Supervising Inspector.



FAYETTEVILLE MUNICIPAL/DRAKE AIRPORT, Arkansas . . . located at the south edge of the city limits, 4.5 miles from the city square. There are surrounding hills. The one paved runway (16-34) is 5,000 feet long and 100 feet wide. Fayetteville is the home of the University of Arkansas.

Raymond J. Ellis is Airport Manager and David Burleson is representing the Chamber of Commerce. Our District FAA Flight Safety Agent at Little Rock is B. Staley. Warren F. Jones will serve as FAA Supervising Inspector.

The Ninety Nines co-ordinator is Lois Martin of Tulsa, Okla. assisted by Chapter Chairmen, Janet Mauritsen of Tulsa and Mary McKillip of Little Rock, Ark.



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

You may remember Cape Girardeau for its famous Rose Gardens as the "Beacon City of Roses", or for its history of pioneering river, rail, highway and more recently, air transportation.

The Ninety-Nines co-ordinator at Cape Girardeau is Alice Godwin; Margie Hall, assisting. John E. Godwin is Airport Manager. Thomas S. Murphy will serve as FAA Supervising Inspector.

BLUE GRASS AIRPORT, Lexington, Kentucky. Lexington's airport is located in the center of progress in Kentucky's rich Blue Grass Region. This area is known the world over for its thoroughbred and standardbred horses, for its burley tobacco and its Kentucky bourbon. Lately it has been known as the home of the I.B.M. typewriter, Rand McNally, International Paper, Corning Glass, Dixie Cup, Westinghouse Air Brake, Kentucky Central Insurance, Texas Instruments, Sylvania Electric, Proctor and Gamble, Square D, and the Trane Company. Both Transylvania College and the University of Kentucky are here.

Blue Grass Airport, elevation 978 feet, enjoys several exclusive features. It is the only airport in the world to have a riding stable and an aircraft parking lot for visitors attending the Keeneland Race Track.

The Airport Manager is Logan G. Gray, Jr. Ninety-Nines Stop Chairman is Clara Tharpe, Dayton, Ohio. Co-ordinator is Judy Short who is joined by Eva Gumbert as co-hostess for the 1964 Derby. FAA Supervising Inspectors are Charles H. Driver and Paul H. Andree.



MORGANTOWN MUNICIPAL AIRPORT, Morgantown, West Virginia. Morgantown Municipal Airport is located 2.5 miles northeast of downtown Morgantown. It has two paved, lighted runways and is at an elevation of 1240 feet. A \$2.5 million airport improvement program has just been completed which includes a new runway, parking areas, terminal building, flight service station and hangars.

Morgantown is the home of West Virginia University and its new Medical Center. Industries here include manufacture of brass plumbing goods, hand-blown glassware, wearing apparel, machine equipment and coal and limestone mining. Here also is the U. S. Bureau of Mines Morgantown Experiment Station, Dept. of Agriculture offices and to be constructed soon, a National Training School for Boys and a Federal Forestry Science Laboratory.

The Airport Manager is Weyman F. Coe. FAA Supervising Inspectors are R. Jones and C. Schaffer. Ninety-Nines Stop Chairman is Georgetta Dix, Pittsburgh; Laura Zerener, Arlington, Va., is Chapter Chairman.

National Aviation Facilities Experimental Center



Terminus for the 1964 All-Woman Transcontinental Air Race is the National Aviation Facilities Experimental Center, 12 miles northwest of the ocean finish line in Atlantic City, New Jersey.

Operated by the Federal Aviation Agency, NAFEC is civil aviation's most extensive proving grounds. To continually improve the nation's aviation systems, the Center is primarily engaged in the areas of air traffic control, air navigation, airport design and equipment, and aviation weather. Research is also conducted on aircraft safety as related to crash resistance and crash survival. Currently, there are over 300 projects active in the research, experimentation or evaluation stage.

The airfield at NAFEC also serves as the Atlantic City Municipal Airport and as a training facility by military and air carrier aircraft. A tactical fighter group of the New Jersey Air National Guard is headquartered here as is a Weather Bureau Airport Station and an Air Force detachment. There are three operational runways. The NW/SE instrument runway, 10,000 feet long and 200 feet wide, is equipped with an impressive and varying array of experimental and commissioned navigational aids, both visual and electronic. The other two runways, both 150 wide, are 5,000 and 6,000 feet in length.

To assist in the test and evaluation of ground-based systems as well as experimental airborne equipment, the Center operates its own fleet of aircraft consisting of types used by general aviation, military aviation and commercial air carriers. Most of these aircraft are equipped as flying laboratories, featuring advanced types of automatic data reporting equipment.

In order to determine exact aircraft location during project flights and to collect scientific data on the performance of experimental equipment under actual flight conditions, the Center operates a most complete space positioning range. This consists of an optical phototheodolite system, a precision electronic tracker, a terminal area instrumentation radar, and an extended area instrumentation radar.

One of the best known facilities at NAFEC is the highly developed air traffic control simulation environment. Here, target generators are used to represent airplanes under radar surveillance and can duplicate traffic samples to study ATC problems anywhere in the world. New procedures, techniques, communications, computer applications, and equipment de-

ployment are evaluated here to improve current operations as well as prepare for the future.

Also of unusual interest to pilots is a flight simulator with a unique visual attachment which is used in the evaluation of approach and runway lighting systems and the study of lower weather landing minimums. A picture of different model runways is projected ahead of the flight simulator under a variety of weather conditions. As the pilot making an instrument approach breaks through the simulated overcast, he can continue his approach to a landing using the projected image. In this way, pilot preference as well as performance can be measured prior to making expensive lighting installations.

Exemplary of some of the projects completed or still in progress at NAFEC are: runway slush effects on jet transport takeoff performance; feasibility of arresting transport aircraft with a hook and cable system; prototype design of an all-weather landing system; effect of hailstones on aircraft in flight; and improved lighting systems.

In real estate, the Center occupies some 5,000 acres. Though its primary test, measurement and electronics environment has been continually improved since its inception in 1958, its structures are still largely temporary, general purpose structures erected by the Navy in the early 1940's.

To date, new structures have been restricted to an entirely new aircraft safety research area in which the final building is now under construction. Facilities in this area include fire test cells, a deceleration sled, air gun impact test facilities, a drop test, and an instrumentation and build-up laboratory.

This summer, construction will start on the first phase of a master facility improvement plan. A new hangar and associated aircraft support facilities will be erected first. This will be followed by the construction of a huge technical and administrative support building which will occupy some 556,000 square feet of space and will contain engineering offices, laboratories, and administrative services. The final phase of this comprehensive plan calls for the construction of a heavy-duty runway, 11,600 feet in length with high speed turn-offs, and located parallel to the existing instrument runway.

The new facilities will not only increase NAFEC's vast technical environment, but will increase its ability to remain a leading contributor to the safety and progress of aviation.

The Terminus



Marie D'Alterio
Impound Chairman



Page Shamburger
Publicity Chairman

Terminus Headquarters—Dennis Hotel

SCHEDULE OF EVENTS

Sunday, July 5th

Registration Opens.

Monday, July 6th

Tours available of:—

Renault's Winery—Batsto Village

NAFEC—FAA Research in Air Safety
Air Traffic Control and
Landing Systems.

Tickets—Available for Theatre

Tuesday—July 7th

Bathing—Shopping on the Boardwalk

P.M.—Dinner at Captain Starn's

At twilight leave on a Party Boat to watch the night
beauty of Atlantic City.

Wednesday, July 8th

Bathing—Shopping—Tours Available

1:00 P.M. Deadline for race finish

Pilots Meeting

P.M.—Dinner at the Smithville Inn Colonial House—
with plenty of time to mosey thru the shops.

Thursday, July 9th

Bathing—Shopping—Tours Available

Meetings

Cocktail Party—St. Dennis Room over-looking the Ocean
and the Million Dollar Pier.

Awards Banquet—Guest Speaker—James Pyle, V.P. of
General Precision Inc.

Sponsored by the City of Atlantic City and the Chamber
of Commerce.

Friday, July 10th

"Ninety-Nines Inc." Day—At the New York World's Fair.
Buses will leave early in the morning and we will all meet
in the New Jersey Building for presentation of our "DAY"
Certificate by the World's Fair Commission. All day and
evening at the Fair returning to Atlantic City by Bus.



GREATER NEW YORK TERMINUS COMMITTEE: Back row, left to
right: Barbara Brotherton, Inspections; Selma Cronan, Program
Sales; Mina Elschner, Transportation. Front row, left to right:
Eleanor Loija, Operations; Irene Keith, Terminus Chairman;
Eleanor McCullough, Publicity. Absent when picture was taken,
Sue Whims, Social Events and Awards Banquet; Jewel vom
Saal, Operations; Marian Lopez, Registration; Jeanne Spielberg,
Decorations.

Our Special Thanks go to:

Richard S. Jackson, Commissioner of the City of
Atlantic City

William Gemmel, President of Atlantic City Chamber
of Commerce

Jack Karp, Co-Chairman, Banquet Committee and V.P.
of Chamber of Commerce

George Hamid, Jr., Co-Chairman, Banquet Committee
and President of Atlantic City Restaurant Assoc.

Mall Dodson, Dept. of Public Relations, Atlantic City
Al Owen, Executive Secretary, Atlantic City Chamber
of Commerce

The Women's Division of Atlantic City Chamber of
Commerce

The Personnel of NAFEC

We also wish to thank the following for favors:

Pan American World Airways—Prize for first across
the Finish Line and Gifts

P.D.Q. Computer

New Jersey Wing of Air Force Assoc.

Parke-Davis

Merle Norman

Bausch & Lomb

... and also our thanks to those who gave favors
after we went to press.



Atlantic City, New Jersey



"Mr. Atlantic City"
Mall Dodson

With New Jersey celebrating its 300th birthday this year, Atlantic City its 110th and the AWTAR its 18th, the 1964 Powder Puff Derby should be just about the most successful and most exciting race ever. Being host to such a charming collection of feminine talent is just about the nicest assignment any community could ask for. The headaches of the committees and the heartaches of the losers will be soothed quickly, we hope, because we're going to have a super-duper post-race program including a fast trip to the World's Fair in New York.

As in 1961 and again last year, the finish line will be over the ocean directly opposite the Ritz Carlton Hotel whose roof will again serve the timing officials. With the National Amateur Fencing Championships holding forth in Convention Hall, we'll take a stab at guessing there'll be a royal turnout all along the Wooden Way as the femmes fly along our Boardwalk en route to setting down at NAFEC.

In case you've forgotten, aviation is no stranger to this century-plus old resort, for it was here that the word "airport" was coined (May 10, 1919) when Bader Field was dedicated. In honor of the Powder Puffers and flying femmes in general, Atlantic City will also have an aircraft show here to celebrate Bader's 45th birthday. Builders of private planes will be exhibiting their wares for both the 99's et al., and John and Jane Public who'll be in the resort the week the 1964 Powder Puffers will be parading our bailiwick.

It was here, too, in 1910, that the first demonstration of aerial "bombing" took place by Glenn Curtiss who ran a seaplane flying service out of the Inlet. That same year (Oct. 15) Walter Wellman made the first attempt to fly the Atlantic but had to turn back because of bad storms after traversing 1000 miles.

We hope that: Every starter will finish first (Wow—what confusion!) Someone will set a new record to add to the scorebook. And, finally, that the weather will be perfect, the social program will be perfect, and that the Ninety-Nines and AWTAR will come back often—with or without wings.

Mall Dodson



#1

PILOT (R): CAROL KENNEDY, San Andreas, California
CO-PILOT (L): RUTH NITZEN, Torrance, California
AIRPLANE: Cessna 182. 230 h.p.
SPONSORS: Martin Miller, Real Estate, Altaville, California
Calaveras County Fair Board, Angels Camp, California

This is the fifth race for Carol who is a flight instructor with 7000 hours. She has been flying 26 years and is currently doing instructing, charter and forestry work. She is employed by the Calaveras County Airport as manager. Her husband, John, is a former pilot. Carol is a member of the Calaveras Flying Club.

Ruth is flying her seventh TAR. She has a commercial license with 700 hours. Her husband, John, is also a pilot. She has one daughter and three grandchildren. She is a member of the Long Beach Chapter of the Ninety-Nines.



#2

PILOT: BETTY MILLER, Los Angeles, California
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSOR: Pacific Piper, Santa Monica, California

This will be the eighth TAR for Betty who placed second in 1962. She has an instrument rating and is a flight and instrument instructor with 8000 hours. In 1963 Betty flew from California to Brisbane, Australia in an Apache. She is the first woman to make a solo flight across the Pacific—east to west. Her husband, Chuck, taught Betty to fly. He is owner and chief pilot of Santa Monica flyers. Betty is co-owner, assistant manager and flight instructor. She is a member of the Long Beach Chapter of the Ninety-Nines.



#3

PILOT: JUDY G. WAGNER, Palos Verdes Estates, California
AIRPLANE: Beechcraft K35. 250 h.p.

Judy is flying solo in her third TAR. She has 950 hours of flying time and holds a commercial license with an instrument rating. She is the Vice-Chairman of the Long Beach Chapter of the Ninety-Nines. Her husband, Ellis, an Oral Surgeon, is also a pilot. Judy is also a member of the AOPA.



#4

PILOT (R): FRANCES S. BERA, Long Beach, California
CO-PILOT (L): DR. DOROTHY M. VAN ZANTE, Palos Verdes Estates, California

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

SPONSORS:

Belmont Aviation, Long Beach, Calif.; Great Western Aviation, Inc., Van Nuys; Burke Concrete Accessories, Inc., Los Angeles; Johnny Duncan, Plumbing, Long Beach; R. C. Wilcox, Los Angeles.

Fran is flying her 14th TAR. She has won first place in seven of these races and was second in one. She holds a commercial license with instrument, flight instructor, helicopter, seaplane and multi-engine ratings and 12,000 hours. She is chief pilot for her sponsor, Belmont Aviation, serving as FAA designated flight examiner for private, commercial, instrument and multi-engine and also aircraft sales. She is a member of the Ninety-Nines, AOPA, NAA.

Dorothy is flying her first TAR. She has a commercial license with instrument rating and flying time of 300 hours. Dorothy is a practicing Medical Doctor specializing in Anesthesiology. She is a member of the Long Beach Chapter of the Ninety-Nines, AOPA and AMA.





#5

PILOT (L): JEWEL Y. VOM SAAL, Yonkers, New York
CO-PILOT (R): ELEANOR McCULLOUGH, Bay Shore, New York
AIRPLANE: Cessna 182 A. 230 h.p.
SPONSORS: Republic Aviation Corp. Flying Club, Farmingdale, N.Y.; Parachutes, Inc.; and friends.

This is the first TAR for this team. Julie has a commercial license, instrument rating and 1000 hours. Her husband, Frederick, has a private license and is a member of the Flying Physicians. They have three children. Julie is currently Treasurer of the Greater New York Chapter of the Ninety-Nines, a member of AOPA and the Spring Valley Flying Club.

Ellie has a private license with 250 hours. She is a Sport Parachutist and is the only woman member of the Republic Aviation Corp. Flying and Glider Clubs. At the present, she is Chairman of the Greater New York Chapter of the Ninety-Nines, a member of the Glider Club, The Long Island Sky Divers, Bay Shore Business and Professional Women's Club and the Parachute Club of America.



#6

PILOT (R): HAZEL H. McKENDRICK, Dallas, Texas
CO-PILOT (L): PHYLLIS J. EMMERT, Dallas, Texas
AIRPLANE: Cessna 182. 230 h.p.
SPONSORS:

E. Ray Freeman, Concrete Contractor, Dallas; Aircraft Engines and Accessories, Inc., Dallas; Trans-American Appliance Co., Ft. Worth; Wynn's Friction Proofing, Calif.; Wings, Dallas-Garland Airport; Lee-Emmert Const. Co., Northwest Lumber Co. of Dallas, Bayview Oil Co., Lay Machinery Co., McCuller's Press, Travis Store Equipment Co., Bryant-Texas, Inc.

Hazel is flying her first TAR. She has a commercial license, instrument rating and 700 hours. She works with the FAA Flight Service Station in Dallas. She and her husband, Joe, have one son. She is a member of the Ninety-Nines and the National Association of Air Traffic Specialists.

Phyllis is also flying her first TAR. She has a private license with 110 hours. Her hobby is painting. She and her husband, Fred, who is also a pilot, have three children. Phyllis is a member of the Ninety-Nines, N. Texas State Watercolor Society and the Univ. of Minnesota Alumni Assoc.



#7

PILOT (L): C. (MAC) HUNTINGTON, El Cajon, California
CO-PILOT (R): ELSIE WATSON, San Diego, California
AIRPLANE: Piper Cherokee PA-28. 180 h.p.
Sponsor: Gibbs Flying Service, San Diego, California

Mac is flying her sixth TAR. She holds the following ratings: ATR, SMEL, SES, Instrument, Flight and Instrument Instructor and all Ground ratings. Her flying time totals 8,200 hours. From 1948 to 1952 Mac served in the U.S.N. Mac has been a flight instructor and charter pilot for 11 years and is employed by the El Cajon Flying Service. She is a member of the El Cajon Valley Chapter of the Ninety-Nines and NPA.

Elsie is flying her first TAR. She has a private license with 150 hours of flying time. Elsie has served as Impound Chairman for the 1958 and 1961 POWDER PUFF DERBIES. At present, she is employed as a bookkeeper for Spider's Aircraft in San Diego. She and her husband, Edward, who is also a pilot, have two daughters and four grandchildren. Elsie is a member of the San Diego Chapter of the Ninety-Nines.



#8

PILOT (R): MARGARET RINGENBERG, Grabill, Indiana
CO-PILOT (L): YVONNE DAVIS, Angola, Indiana
AIRPLANE: Beechcraft Musketeer 23. 160 h.p.
SPONSOR: George H. Bailey Co., Beech Dealer, Fort Wayne, Ind.

This is the eighth TAR for Margaret who has a commercial, SMEL, instructor rating and 3000 hours of flying time. Margaret is a former WASP. She and her husband, Morris, Executive Vice President of Grabill Bank, have two children. She is a member of the Ninety-Nines, AOPA and the Girl Scouts.

Yvonne is flying co-pilot for her first TAR. She has a private license with 150 hours. Her doctor husband, Claude, is also a pilot. They have four children. She is a member of the Indiana Chapter of the Ninety-Nines.

#9

PILOT (L): ALICE HAMMOND, Meadowbrook, Pa.
CO-PILOT (R): DORIS LANGHER, Denver, Colorado
AIRPLANE: Cessna 180. 225 h.p.

Alice is flying her eleventh TAR. She has a commercial license, instrument rating, land and sea and over 2850 hours. Alice is a former president of The Ninety-Nines, Inc., a Lt. Col. in the CAP, a member of NPA, Old York Road Garden Club, and many other organizations. Alice serves as secretary for AWTAR, and also serves the Ninety-Nines as Chairman of the AE Scholarship Fund. She and her husband, John, a pilot, have three children and one grandchild.

This is the seventh TAR for Doris. She has 10,100 hours, SMEL, ATR, instrument, flight and ground instructor ratings. She serves as director of flight training for Serv-Air, Inc. of Denver and is employed by United Airlines as a flight simulator instructor. Doris is a member of the Colorado Chapter of the Ninety-Nines.



#10

PILOT (R): GAY D. MAHER, Marlton, New Jersey
CO-PILOT (L): HELEN A. ELLIS, Haddonfield, New Jersey
AIRPLANE: Piper PA-28. 180 h.p.
SPONSORS: Edward H. Ellis and Sons, Inc., builders, Cherry Hill, N. J.
Flying W Ranch, Medford, N. J.

Gay is flying her second TAR. She has a commercial license, ASMEI, aircraft and helicopter flight instructor ratings with 2700 hours. Gay is a flight instructor for one of her sponsors, the Flying W Ranch. She is preparing her twelve-year-old daughter for her first Powder Puff Derby, helps her eleven-year-old son build a glider, while her youngest still has to get the flying bug. Gay is a member of the Ninety-Nines, AOPA and the Whirly Girls.

This is the first TAR for Helen, a private pilot. Her husband, Edward, is a student pilot. They have two children. Her flying to date has helped her prepare for this race since it includes flights from Vero Beach, Florida and a round trip to Arkansas from New Jersey.



#11

PILOT (L): SHIRLEY GILMORE, Arcadia, California
CO-PILOT (R): DOROTHY GEDDES, Arcadia, California
AIRPLANE: Cessna 182. 230 h.p.
SPONSORS: Arcadia Chamber of Commerce, Arcadia, California
Geddes Co., Plumbing, Arcadia, California
Airdraulics Co., Pasadena, California

This is TAR number two for Shirley, who has a commercial license. Her husband, Carl, manufactures aircraft parts and is also a pilot. They have two children. Shirley is a member of the San Gabriel Valley Chapter of the Ninety-Nines, AOPA, and the Sky-Larks of Southern California.

Dorothy is flying her first TAR. She has a private license. Her husband, Merlin, is also a pilot and is a plumbing contractor. Dorothy is a member of the San Gabriel Valley Chapter of the Ninety-Nines, AOPA and the Sky-Larks of Southern California.



#12

PILOT: PAT McEWEN, Wichita, Kansas
AIRPLANE: Beechcraft Travel Air B-95. 360 h.p.

This is Pat's third TAR. She has a commercial license, 486 hours and an instrument rating. She serves as Chief Pilot for the Steffen Dairy of which her husband, Owen, is a Vice President, Secretary and Pilot. They have seven children. Pat is a member of the Kansas Chapter of the Ninety-Nines and NPA.





#13

PILOT (R): YVETTE J. HORTMAN, Titusville, New Jersey

CO-PILOT (L): MARY JUNE LOCH, Morrisville, Pa.

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

SPONSORS: Hortman Aviation, Inc., Morrisville Airport, Pa.

Mr. Guida, Fidelity Acceptance Corp., Trenton, N. J.

Outfits by Pomeroy's of Levittown, Pa.

Yvette is flying her second TAR. She has a commercial license and 275 hours. Yvette is a French citizen and for two years was a TWA hostess in Europe, Africa and Asia. Her husband, Norman, is a TWA Captain and they have two children. Yvette is a member of the Eastern Penn. Chapter of the Ninety-Nines, AOPA and Zonta of Trenton.

This is the first TAR for Mary who has a private license and 125 hours. Her husband, William, is a student pilot and her father is a private pilot. Mary has two children and is a member of the AOPA.

#14

PILOT (L): AUDREY SCHUTTE, Canoga Park, California

CO-PILOT (R): ELLEN TRINDLE, Sherman Oaks, California

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

SPONSORS: Studio Girl Cosmetics, Glendale, California

Flight Togs by Phil Rose of California

This will be the fourth TAR for Audrey who has a commercial license, SMEL, flight instructor and instrument ratings with 2200 hours. She is employed as a flight and ground instructor by Kappair at the Van Nuys Airport in California. Her husband, Ray, is a civil engineer. They have two children. Audrey is Vice-Chairman of the San Fernando Valley Chapter of the Ninety-Nines and is a member of AOPA.

Ellen is flying her first TAR. She has a private license with 200 hours. She writes that she is an avid water skier provided there is an airport handy. She is a licensed medical technologist. Ellen and her husband, James, a civil engineer, have three children. Ellen is Treasurer of the San Fernando Valley Chapter of the Ninety-Nines, is a member of AOPA and the American Society of Clinical Pathologists.



#15

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

CO-PILOT (L): MARY H. ENGLISH, Battle Creek, Michigan

AIRPLANE: Cessna 182 G. 230 h.p.

SPONSORS: Archway Cookies, Inc., Battle Creek, Mich.

Nichol's Baking Company, Corona, California

Warstler & Egly Bakery, Inc., Ashland, Ohio

Jacquelyn is flying her third TAR. She has a commercial license with 394 hours. She will be graduated this June from Kellogg Commercial College with an Associate Degree from the Registered Nursing Program. Her husband, George, is President of Archway Cookies, Inc. and they have three daughters. Jacquelyn is a member of the Ninety-Nines.

Mary (Muff) is flying her first TAR. She has a commercial license, SMEL, flight instructor rating and 460 hours. Her husband, Bill, is an executive with the Tower Insurance Group and is a private pilot. Mary and her husband have two children. They list golf and sports cars as special hobbies. Mary is a member of the Ninety-Nines.



#16

PILOT (L): MYRTLE A. WRIGHT, Pinole, California

CO-PILOT (R): ANITA J. CONLEY, Vallejo, California

AIRPLANE: Beechcraft 95. 360 h.p.

SPONSORS: Hoberg's Resort, Hoberg, California

Salinas Engine Works, Salinas, California

Custom Aircraft, Salinas, California

Myrtle is flying her fourth TAR. She holds a commercial license with 1067 hours of flying time. She works as a bookkeeper for Williams and Lane, Inc. of Berkeley, Calif. Myrtle and her husband, George, have one daughter and two granddaughters. Myrtle is Chairman of the Redwood Empire Chapter of the Ninety-Nines and is a member of AOPA and NAA.

This is the second TAR for Anita. She has a private pilot's license and 350 hours. She is an electronics technician for the Mare Island Naval Shipyard. She has two daughters and two granddaughters. She is Vice-Chairman of the Redwood Empire Chapter of the Ninety-Nines.



#17**PILOT: KATHERINE M. STEWART, Atlantic Highlands, New Jersey****AIRPLANE: Piper PA-28. 180 h.p.****SPONSOR: Irish International Airlines, New York City**

Kay is flying her second TAR. She holds a commercial license, SMEL and has 350 hours. Kay is employed by her Sponsor, Irish International Airlines, as a Sales Representative in New York City. She is hoping that her TAR #17 will bring her the luck of St. Patrick along with the shamrock on the side of her plane. Her husband, William, is a TWA pilot. Kay is a member of the Greater New York Chapter of the Ninety-Nines.

**#18****PILOT (L): JACKIE PETTY, Mountain View, California****CO-PILOT (R): ARDELL HAUKE, Salinas, California****AIRPLANE: Piper PA-28. 235 h.p.****SPONSORS:**

Nystrom Aviation, Inc., Municipal Airport, Palo Alto; Trojan Properties, Inc., Los Altos; Western Ordnance Repair Co., Oakland; Air Trails, Inc., Municipal Airport, Salinas; California Committee for Margaret Chase Smith for President; Great Western Airport, Reedley; Mr. Jack E. Norton, Mountain View; Dr. Wm. H. Forestelle, Seaside; R. T. Englund Co., Salinas.

This is the second TAR for Jackie who placed 6th in 1962. She has a commercial license, ASMEI with 2750 hours and was a WASP during WWII. Her husband, Lloyd, is with the U. S. Postal System. Jackie is a member of the Santa Clara Valley Chapter of the Ninety-Nines and is also a member of AOPA.

Ardell has flown three TARS and was with Jackie when they placed sixth. Ardell has a commercial license and is a flight instructor with 2600 hours. She flew parachute jumpers for 2 years. She has one daughter and is a member of the Ninety-Nines and AOPA.

**#19****PILOT (R): PAULINE GLASSON, Corpus Christi, Texas****CO-PILOT (L): PATTI KENNELLY, Corpus Christi, Texas****AIRPLANE: Cessna 175. 175 h.p.**

Pauline is flying her 12th TAR and has placed in five of them. She has a commercial license with instrument rating and is a flight and ground instructor. Her flying time is 13,050 hours. Pauline is employed as a flight instructor and also does aerial photography. Her husband, Claude, a pipeline patroller, is also a pilot. She is a member of the Tip of Texas Chapter of the Ninety-Nines.

Patti is flying her first TAR. She holds a private license and has 90 hours. She formerly was a Wing Scout and is a junior high teacher of Spanish and English. Patti is a member of the Tip of Texas Chapter of the Ninety-Nines.

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

Mary Ann is flying her fifth TAR. In 1963 she was in fifth place. She has a commercial license, SMEL, instrument and helicopter ratings and has flown 975 hours. She learned to fly in 1959 "cuz husband made me". Her husband, Brooks, is a pilot and President of First American Corp. of Kansas City. They have two girls and two boys. Mary Ann is Chairman of the Greater Kansas City Chapter of the Ninety-Nines, and is a member of NAA, AOPA, MPA, K. C. Aero Club.

The other Mary is flying her second TAR. She has a commercial license with 225 hours. Her husband, Charles, is also a pilot and they have two girls and one boy. Mary is a member of the Ninety-Nines, the Antique Airplane Assoc. and EAA.





#21

PILOT (R): BARBARA R. WILLIS, Los Angeles, California
CO-PILOT (L): DR. DEE KLUPPEL, Los Angeles, California
AIRPLANE: Cessna 182. 230 h.p.
SPONSOR: Daco Rubber, Inc., No. Hollywood, Calif.

This will be the fourth TAR for Barbara who has a commercial license and an instrument rating with 975 hours. Her husband, James, is a pilot and an electronic engineer with Northrop. They have two children. Barbara is a member of the Los Angeles Chapter of the Ninety-Nines and the AOPA.

Dr. Dee is flying her third TAR. She holds a private license and has 245 hours. She is Assistant Professor of Psychology at San Fernando Valley State College. Dee is a member of the Los Angeles Chapter of the Ninety-Nines and the Flying Educators.



#22

PILOT: LOIS M. MILES, Reseda, California
AIRPLANE: Piper PA-24. 250 h.p.
SPONSORS: Mirk Construction Co., Tarzana, California
Valley Pilots Flying Service, Van Nuys, California
Lee Ann's Fashions, West Van Nuys, California

Lois is flying solo this year for her fourth TAR. She has a commercial license, ASMEI with basic ground and flight instructor ratings and has 1100 hours. Lois is employed as a flight and ground instructor for Valley Pilots Flying Service at Van Nuys Airport. She is currently Chairman of the San Fernando Valley Chapter of the Ninety-Nines and is a member of the AOPA. Lois has two sons.



#23

PILOT (R): LESLIE RASMUSSEN, Boonton, New Jersey
CO-PILOT (L): BARBARA EVANS, Manhasset, New York
AIRPLANE: Cessna 182. 230 h.p.
SPONSORS: Mullins-Rasmussen Inc., Mt. Lakes, New Jersey
Mechanical Institute Inc., Boonton, New Jersey
Aero Flying Service, Lincoln Park, New Jersey

Leslie is flying her first TAR. She has a commercial license with 250 hours and is currently working on her flight instructor rating. She is enrolled in the Business Pilots course at the University of Miami and Embry-Riddle Aeronautical Institute of Miami. Both her parents are private pilots. Leslie is a member of the Greater N.Y. Chapter of the Ninety-Nines and is a member of AOPA.

Barbara is flying in her fourth TAR. She has a private license with 415 hours. Barbara has served as Governor of the New York-New Jersey section of the Ninety-Nines. She has been International Treasurer and Secretary and also serves the Ninety-Nines on the AWTAR Board—her third year. Her husband, Edwin, a pilot, is owner of the Evans Color Lab. He and Barbara have three children.



#24

PILOT (R): EMMA MCGUIRE, Santa Monica, California
CO-PILOT (L): CAROLE DUNN, Los Angeles, California
AIRPLANE: Cessna 172B. 145 h.p.
SPONSORS: Fireside Market, Santa Monica, Calif.
McGuire's Cottage Market, Hermosa Beach, Calif.

Emma is flying her 4th TAR. She has a commercial license with 840 hours. Her flying is strictly for pleasure. She and her husband, Ralph, have three children and eleven grandchildren. Emma is a member of the Long Beach Chapter of the Ninety-Nines.

Carole is flying her third TAR. She holds a private license and has 150 hours. She, too, is a "pleasure pilot". Her husband, Pat, is with the Hydro-Mill Company of Santa Monica. Carole is a member of the Long Beach Chapter of the Ninety-Nines.

#25

PILOT (L): HOPE RIEHLE, Burlington, Vermont
CO-PILOT (R): DAWN HAZELETT, Winooski, Vermont
AIRPLANE: Cessna 185. 260 h.p.
SPONSOR: K-2 Charter, Inc., Winooski, Vt.

This is the first TAR for this team. Hope has a commercial license with a land and sea rating and a total of 500 hours of flying time. She and her husband, Theodore, have two children. Hope is a member of the Northern New England Chapter of the Ninety-Nines, NPA and AOPA.

Dawn has a private license with land and sea ratings and has a total of 304 hours. Her husband, William, is also a pilot. They have three children. Dawn is a member of the Northern New England Chapter of the Ninety-Nines, NPA and AOPA.

**#26**

PILOT (L): EVELYN RACKLEFF, Lebanon, Oregon
CO-PILOT (R): DORI LOHR, Lebanon, Oregon
AIRPLANE: Piper PA-28 Cherokee. 235 h.p.
SPONSORS: Hillsboro Aviation, Hillsboro, Oregon
Corvallis Aero Service, Inc., Corvallis, Oregon

Evelyn is flying her third TAR. She has a commercial license with 750 hours of flying time. Evelyn and her husband, Ed, who is also a pilot, have two children. She is Chairman of the Oregon Chapter of the Ninety-Nines and is a member of the Oregon Pilots Assoc.

This will be the first TAR for Dori who has a private license with 150 hours. Dori works as an assistant to her husband, Dr. Wm. Lohr who is a Physician and Surgeon. Dr. Lohr is also a pilot. They have five children. Dori is a member of the AOPA and the Oregon Pilots Assoc.

**#27**

PILOT (R): PATRICIA M. ARNOLD, Flint, Michigan
CO-PILOT (L): LORRAINE C. McCARTY, Royal Oak, Michigan
AIRPLANE: Piper Comanche PA-24. 180 h.p.
SPONSOR: Trimble Aviation, Flint, Mich.

Pat is flying her eighth TAR. She holds a commercial license with SMEL, Instrument, Flight Instructor and Helicopter ratings. Her flying time totals 3,500 hours. Pat is a Flight Instructor for her sponsor, Trimble Aviation. This year she won the IAR and twice has won the AWNEAR. She owns a Brantly-B-2 Helicopter. Pat is a member of the Ninety-Nines, the Whirley Girls, NPA, NAA and the American Helicopter Society.

This is the second TAR for Lorraine who has a private license with 350 hours. She was co-pilot for Pat in the winning plane in the IAR this year. She is a professional artist. She and her husband, Howard, have four children. Lorraine is a member of the Ninety-Nines, NAA, Mich. Academy Arts, Sciences, Letters, Detroit Academy Painters and Sculptors, Detroit Founders Society.

**#28**

PILOT (R): ELAINE LOENING, San Francisco, California
CO-PILOT (L): KATHARINE GAHAGAN, Tampa, Florida
AIRPLANE: Cessna 182F. 230 h.p.

Elaine is flying her fifth TAR and in 1963 she was in third place. She holds a commercial license with land and sea ratings and has 500 flying hours. She has two children. Elaine is a member of the Bay Cities Chapter of the Ninety-Nines and NAA.

Katharine is flying her first TAR. She has a private license with 125 hours of flying time. She and her husband, William, have four children. Katharine is a member of AOPA.





#29

PILOT: MARIAN BURKE, San Antonio, Texas
AIRPLANE: Cessna 180. 230 h.p.
SPONSOR: Burke Aviation, San Antonio, Texas

Marian is flying her eleventh TAR and in her previous ten trips has placed in the first five places in half of them. She holds an Air Transport Rating, Flight and Ground Instructor ratings and is also a qualified tower operator. Her flying time is 8,000 hours. Since 1953 she has owned and operated the Burke Aviation Flight School. She has one child. Marian is a member of the San Antonio Chapter of the Ninety-Nines and CAP.



#30

PILOT (Shown): PATTI C. OWSLEY, Blythe, California
CO-PILOT: FRANCES ANDERSON, Blythe, California
AIRPLANE: Beechcraft Bonanza H35. 240 h.p.
SPONSOR: Blythe Chamber of Commerce, Blythe, California

This team is flying its first TAR. Patti has a commercial license, SMEL and 7,000 hours. She was a WASP and flew radio controlled missions. Patti is Chief Pilot and co-owner of Hopa Aviation where her husband, Howard, is the fixed base operator. They have three children. Patti is a member of the Los Angeles Chapter of the Ninety-Nines, NAA and AOPA.

Frances has a private license with 170 hours of flying time. She is co-owner with her husband, Norman, who is also a pilot, of the Trailer Park at Blythe. They have two children.



#31

PILOT (R): TRIXIE-ANN SCHUBERT, Los Angeles, California
CO-PILOT (L): JAN HARDIN, Granada Hills, California
AIRPLANE: Cessna 182. 230 h.p.
SPONSOR: Beach Air, Long Beach, California

This is the second TAR for Trixie-Ann. She has a commercial license with 450 hours. She was a foreign news correspondent for two years on three continents, is the author of three books and has won the Donald Douglas trophy for aviation writing. Flew first female ferry flight of factory fresh planes last February in solo deliveries from Wichita to West Coast. Her husband, Dell, is a non-pilot professor at California State College. They have three children. July 4th will mark the 20th anniversary to the day of her first solo. She is a member of the San Fernando Chapter of the Ninety-Nines.

Jan is flying her first TAR. She is a private pilot with 275 hours and is a prospective glider pilot. Jan also flew in the Wichita solo flight last February. She and her husband, Ed, who is also a pilot, have four children. Jan, who was a Navy nurse, is a member of the Ninety-Nines, CAP, Icarians, Antique Aircraft Assoc., Lockheed Pilots Club and AOPA.



#32

PILOT (R): PHYLLIS CANTRELL, Santa Rosa, California
CO-PILOT (L): JOANNE LIGHTFOOT, Healdsburg, California
AIRPLANE: Piper Cherokee PA-28. 180 h.p.
SPONSOR: Petaluma Sky Ranch, Petaluma, California

Phyllis is flying her second TAR. She has a commercial license, SMEL and is a certified flight instructor. Her flying time is 750 hours. She does free-lance instructing and two of her four children, twins 17 years of age, are student pilots. Her husband, Rex, is also a pilot. Phyllis is a member of the Redwood Empire Chapter of the Ninety-Nines, AOPA, Santa Rosa Flying Club and the Empire Aero Club.

Joanne is flying her first TAR. She has a private license with 68 hours of flying time. Her doctor husband, Philip, is also a private pilot. They have four children. She is a member of the Ninety-Nines, Empire Aero Club and the Sonoma County Medical Auxiliary.

#33

PILOT (Shown): DOROTHY JULICH, Jackson Heights, New York
CO-PILOT: ESTHER HILL, Massapequa, New York
AIRPLANE: Piper Comanche PA-24. 180 h.p.

This is the fifth TAR for Dorothy. She has a commercial license with SMEL, instrument and instructor ratings. She has 5000 hours. She is currently working as a charter pilot. Dorothy and her husband, Milton, have three children. Dorothy is a member of the Greater New York Chapter of the Ninety-Nines.

Esther is flying her first TAR. She has a private license and is presently working on her commercial and hopes to become an instructor. She flew in the 1964 AWNEAR. She is married and has three children. Esther is a prospective member of the Ninety-Nines and is a member of AOPA.

**#34**

PILOT (L): NORMA WILCOX, Glendora, California
CO-PILOT (R): BEULAH KEE, Inglewood, California
AIRPLANE: Piper Tri-Pacer PA-22. 150 h.p.

Norma is flying her second TAR. She has a commercial license and 700 hours of flying time. Her husband, Nathan, is also a pilot. They have two children and nine grandchildren who fly with their grandmother. Norma is a member of the San Gabriel Chapter of the Ninety-Nines and the Blue Yonder Flyers.

Beulah is flying her first TAR. She has a private license with 230 hours. Beulah started to fly after traveling to an air race with Norma. Her husband, William, is also a pilot. Beulah is a member of the Los Angeles Chapter of the Ninety-Nines.

**#35**

PILOT (L): MIRIAM DAVIS, Miami, Florida
CO-PILOT (R): CECILE ADLER, Miami, Florida
AIRPLANE: Beechcraft Debonair B-33. 225 h.p.

This is the first TAR for this team. Miriam has a commercial license with SMEL, instrument rating and 500 hours. This year Miriam won the Women's Round Robin in St. Petersburg. Miriam works as executive secretary to her husband, Hubbard, President and owner of Sub-Tropical Testing. He is also a pilot. Her memberships include the Florida Chapter of the Ninety-Nines, AOPA, NAA, FWPA, FAPA and the Grasshoppers.

Cecile is flying for the first time in this race and has a private license with 100 hours. She was co-pilot with Miriam in the Women's Round Robin. Cecile has two children. She is a prospective member of the Ninety-Nines and is a member of the FAPA and the Grasshoppers.

**#36**

PILOT (L): JEAN REYNOLDS, Garden City, Michigan
CO-PILOT (R): DOROTHY REAUME, Detroit, Michigan
AIRPLANE: Piper Comanche PA-24. 250 h.p.

Jean is flying her fourth TAR. She is a certified flight instructor and has 1650 hours. She served as a Board member for the Michigan Small Race and flew in several of them. She is a flight instructor for her sponsor, Mercury Flight Service, Inc. Jean and her husband, Edward, who is also a pilot, have two children. Jean is a member of the Michigan Chapter of the Ninety-Nines.

Dorothy is flying her first TAR. She holds a private license with 160 hours. Dorothy is an anesthetist at the Wayne County General Hospital in Elioise, Michigan. She is a member of the Michigan Chapter of the Ninety-Nines, AOPA and AANA.





#37

PILOT (L): FRANCES WARNER, Denver, Colorado
CO-PILOT (R): CHRIS GREEN, Broomfield, Colorado
AIRPLANE: Mooney M 20-C. 180 h.p.
SPONSOR: Mountview Aircraft Corp., Broomfield, Colorado

Fran will be flying her fourth TAR. She has a commercial license, SMEL and instrument rating with 2000 hours. She has two daughters—one is a private pilot. Fran is a member of the Colorado Chapter of the Ninety-Nines and CAP.

Chris has a private license with 70 hours. She was a hostess for Braniff Airlines. Chris is secretary to her husband, Charles, who operates this team's sponsor, Mountview Aircraft Corp. They have one daughter.



#38

PILOT (L): BERNICE STEADMAN, Flint, Michigan
CO-PILOT (R): MARY CLARK, Jackson, Michigan
AIRPLANE: Piper Cherokee PA-28. 180 h.p.
SPONSOR: Trimble Aviation, Flint, Michigan

Bernice is flying her eighth TAR. She has an ATR, SMEL, instrument and instructor ratings with 10,000 hours. In 1963, she was winner of the IAR. Bernice is owner-manager of Trimble Aviation. Her husband, Robert, an attorney, is also a pilot. Bernice is a member of the Michigan Chapter of the Ninety-Nines, Michigan Ave. Trades Assoc., and Zonta.

Mary is flying her fifth TAR. She has a private license and 600 hours. Mary is employed as a production manager. She is a member of the Michigan Chapter of the Ninety-Nines and Zonta.



#39

PILOT: LOUISE JANE HYDE, New York, New York
AIRPLANE: Beechcraft Bonanza M-35. 250 h.p.
SPONSORS: Air Speed Ltd. and David Dows, Jr., both of New Jersey

This is the seventh TAR for Louise who is again flying solo. She holds a commercial license and 1850 hours. Louise was a WASP and served for two years on the Board of the ALL WOMAN TRANSCONTINENTAL AIR RACE. Her husband, Gordon, is also a pilot. Louise is a member of the Greater New York Chapter of the Ninety-Nines. She is currently serving on the Woman's Advisory Committee to FAA.



#40

PILOT (L): ANN LODWIG, Los Angeles, California
CO-PILOT (R): SALLY LaFORGE, Los Angeles, California
AIRPLANE: Cessna 170-B. 145 h.p.
SPONSORS: Collins-Dietrich Air Service, Inc., Torrance, California
Family and numerous friends

This is TAR number one for this team. Ann has a commercial license and 222 hours. She is a graduate student in psychology at UCLA. Her husband, Maurice, a research chemist, is also a pilot. Ann is a member of the Los Angeles Chapter of the Ninety-Nines.

Sally has a private license with 200 hours. She is employed by Hughes Tool Co. as a senior helicopter research engineer. Sally is Chairman of the Los Angeles Chapter of the Ninety-Nines and is a member of CAP and the American Helicopter Society.

#41

PILOT: MERLE CHALOW

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

SPONSOR: Alcor Aviation, Inc., San Antonio, Texas

Merle is on her own for her second TAR having been co-pilot in 1963. She holds a commercial license with an instrument rating and 340 hours. Merle is a student at Bucknell University. She is a member of the Eastern Penn Chapter of the Ninety-Nines and the Flying Farmers.



#42

PILOT (R): DOLORES ADAMSON, Newman, Illinois

CO-PILOT (L): THEO SOMMER, Peoria, Illinois

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

SPONSORS:

George W. Sommer Photos, Bi-State Aviation, Inc., Federal North Iowa Grain Co., The Modern Machine Shop, Inc., Ocean to Ocean Oil Co., McCall's Variety Store, Russell and Marjorie Young, Newman Feed & Seed Co., Robert Clapp, Ray Wax, Chillicothe Northrup Oil Co., Bill Sanders, Smith's Skelly Service, William Allen & Sons Grain Elevator, Allen Lumber Co., Lacon Aero Service, Crocker Implement Co., Henry News Republican, Drake's Florist—all of Illinois

Dolores is flying her second TAR. She has a commercial license with 555 hours. Her sister and brother are student pilots. In the 1963 TAR Dolores won best score for first race. She is Chairman of the Central Illinois Chapter of the Ninety-Nines and is a member of AOPA.

Theo is flying her first TAR. She has a private license with 140 hours. Theo flies her husband, George, a commercial photographer, on his assignments. They have three children. Theo is a member of the Central Illinois Chapter of the Ninety-Nines, AOPA, and Heart of Illinois Flying Club.



#43

PILOT (R): VIRGINIA HARPER, Spokane, Washington

CO-PILOT (L): MILDRED SHINN, Spokane, Washington

AIRPLANE: Mooney Mark 21. 180 h.p.

SPONSORS: Mamer-Shreck Air Transport, Inc., Spokane, Washington
Several local businessmen pilots

Virginia is flying her first TAR. She has a commercial license with 200 hours. Virginia was a stewardess with Northwest Orient Airlines. Her husband, Harry, a surgeon, is also a pilot and serves as flight surgeon with the Washington Air National Guard. They have two children. Virginia is secretary of the Eastern Washington Chapter of the Ninety-Nines and the Idaho Aero Assoc.

Mildred is flying her second TAR. She has a commercial license with 840 hours. Her husband, Shirl, is also a pilot doing Search and Rescue with the CAP in Montana and Idaho. They have three children. Mildred is a member of the Eastern Washington Chapter of the Ninety-Nines and the Idaho Aero Assoc.



#44

PILOT (L): MARY VIAL, Phoenix, Arizona

CO-PILOT (R): JESSIE WIMMERS, Phoenix, Arizona

AIRPLANE: Cessna 182. 230 h.p.

SPONSOR: Phoenix Beauty Supply, Inc., Phoenix, Arizona

Mary and her co-pilot are flying their first TAR. Mary has a commercial license and 435 hours. Her husband, George, is also a pilot. He is owner of the Phoenix Beauty Supply, Inc. They have four children. Mary is a member of the Phoenix Chapter of the Ninety-Nines, CAP and NAA. She also works with many community groups and is active in the American Field Service for foreign students.

Jessie, who is flying her first TAR, received her Netherlands Antilles "A" license in 1960. Her flying time was 350 hours in Aruba, an island 19 miles long and 6 miles wide. The Aruba Flying Club had its own private strip. Nearly all her flights were over water: 100 trips to Curacao, 20 trips to Bonaire; 4 to Venezuela (one inland to Lake Maracaibo) and one trip to Trinidad.





#45

PILOT (R): JEAN BONAR, Mansfield, Ohio
CO-PILOT (L): PATRICIA ROGERS, Bellville, Ohio
AIRPLANE: Beechcraft Bonanza J-35. 250 h.p.

Jean is flying her second TAR. She has a private license with an instrument rating and 1200 hours. Her husband, a doctor, gave Jean her instrument training. She is a member of the All-Ohio Chapter of the Ninety-Nines, AOPA and NPA.

Patricia was co-pilot for Jean last year. She has a private license with 166 hours. Patricia has one daughter. She is a member of the All-Ohio Chapter of the Ninety-Nines and NPA.



#46

PILOT (R): DOROTHY WARREN, Dallas, Texas
CO-PILOT (L): LUCILLE HOFFER, Dallas, Texas
AIRPLANE: Beechcraft Bonanza S-35. 295 h.p.
SPONSORS: Duncan Beechcraft, Inc., Omaha and Lincoln, Nebraska; Tip Top Corp., Omaha; Precision Flight Navigation Co., Dallas, Texas

Dorothy is flying her second TAR. She has a private license, SMEL, instrument and all ground instructor ratings with 722 hours of flying time. Dorothy is employed as a Link and ground instructor for one of her sponsors, Precision Flight Navigation. Her husband, Charles, is owner of the company. They have one child. Dorothy is a member of the Dallas Chapter of the Ninety-Nines, NAA, ANTA, WNAA.

Lucille is flying her first TAR. She has a private license with instrument and all ground instructor ratings and 320 hours. Lucille is also a ground instructor for Precision Flight Navigation. She has two children. She is a member of the Dallas Chapter of the Ninety-Nines, AOPA, WNAA and American Assoc. of University Women.



#47

PILOT (R): PAT GLADNEY, Los Altos, California
CO-PILOT (L): JEANNE McELHATTON, San Francisco, California
AIRPLANE: Piper Cherokee PA-28. 235 h.p.
SPONSOR: Northern California Piper Dealers Assoc., San Jose, California

Pat will be flying her twelfth TAR. She has a commercial license with instrument and flight instructor ratings. Her total flying time is 8800 hours. During WWII she taught flying until joining the WASPS. 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 a member of the Santa Clara Valley Chapter of the Ninety-Nines and AOPA.

Jeanne is flying her second TAR. She has a private license with 320 hours. Jeanne's husband, Dave, is also a pilot and is with KCBS Radio. They have three children. Jeanne is a member of the Santa Clara Valley Chapter of the Ninety-Nines and AOPA.



#48

PILOT (R): SHARON WOFFORD, Fresno, California
CO-PILOT (L): BARBARA FALLER, Fresno, California
AIRPLANE: Piper Comanche PA-24. 250 h.p.

This is another first TAR team with Sharon as pilot. She holds a commercial license with 200 hours. Her husband, Fred, operates the Wofford Flying Service. They have two children. Sharon is a member of the Fresno Chapter of the Ninety-Nines.

Barbara, another first TAR, has a private license with 223 hours. Barbara is a registered nurse. Her husband, Stanley, an architectural planner, is also a pilot. They have three children. Barbara is a member of the Fresno Chapter of the Ninety-Nines.

#49

PILOT (L): ALICE ROBERTS, Phoenix, Arizona
CO-PILOT (R): DOTTIE SANDERS, Santee, California
AIRPLANE: Piper Cherokee PA-28. 180 h.p.

SPONSORS: Irvin Aircraft Enterprises, Phoenix, Arizona and the East County Aviation and Airport Committee of El Cajon Chamber of Commerce

Alice is flying her ninth TAR. She won one race and has placed second in two others. Alice has a commercial license with 1200 hours. She is associated in business with her husband, Charles, a pilot, in the Roberts Air Conditioning Co. They have two children. Alice is The International Vice-President of the Ninety-Nines.

Dottie is flying her tenth TAR. She holds a private license with 1150 hours. Dottie is an Escrow Officer in the La Mesa-Lemon Grove Escrow Service. Her husband, Robert, is also a pilot. Dottie is Governor of the Southwest Section of the Ninety-Nines. She is also a member of the Women's Auxiliary San Diego Aero-Space Museum.



#50

PILOT (L): BARBARA GRABER, Orinda, California
CO-PILOT (R): HIALEAH REILICH, Hayward, California
AIRPLANE: Mooney Mark 21. 180 h.p.
SPONSOR: Crescent Jewelry Co., Oakland, California

Barbara is flying her first TAR. She has a commercial license with 444 hours. While she and her husband, Victor, own an airplane, he has been too busy to learn to fly. Barbara flies him and their four children to various places as he is a polo player and race horse owner. She is a member of the Sacramento Chapter of the Ninety-Nines.

Hialeah has flown in several TARS. She holds a commercial license with an instrument rating and 710 hours. Her husband, Harry, a pilot, is a Civil Engineer for the State of California. At present, Hialeah is secretary for the Bay Cities Chapter of the Ninety-Nines and is serving on the International Committee to revise its constitution. She is also a member of AOPA.



#51

PILOT (R): GINI RICHARDSON, Yakima, Washington
CO-PILOT (L): MARIAN JEPSEN, Del Mar, California
AIRPLANE: Cessna 182. 230 h.p.

Gini is flying her twelfth TAR. She has an ATR, SMEL, SES, helicopter, ground instructor, instrument and flight instructor ratings. Her flying time totals 14,800 hours. Gini works as a flight instructor, charter and ferry pilot. Her husband, Ralph, is the owner-operator of Richardson Aviation and Airway Inc. They have one daughter. Gini is a member of the E. Washington Chapter of the Ninety-Nines, AOPA, NAA and the Whirley Girls.

Marian is flying her eighth TAR. She has a commercial license with ground instructor and instrument ratings. Marian is now serving her fifth year as a member of the Board of Directors of the AWTAR. She is a member of the San Diego Chapter of the Ninety-Nines.



#52

PILOT (L): ELLEN BATEMAN, Bethesda, Maryland
CO-PILOT (R): NANCY LYNAM, Alameda, California
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSORS: National Flyers Inc., Bethesda, Maryland
Marshallair, Baltimore, Maryland

Ellen flew her first TAR last year and placed second. She has a commercial license, SMEL, and glider ratings and has 400 hours. Ellen also drove a 1963 stockcar at the Daytona International Speedway this February at 147 mph. She is employed in aviation sales by one of her sponsors, National Flyers. She has one child. Ellen is a member of the Washington, D.C. Chapter of the Ninety-Nines, CAP, NAA and AOPA.

Nancy is flying her third TAR and was co-pilot with Ellen when they placed second in 1963. She has a commercial license with 700 hours. Her husband, Donald, is with the U.S. Navy and is a pilot. They have three children. Nancy is a member of the Bay Cities Chapter of the Ninety-Nines, CAP, NAA and AOPA.





#53

PILOT (R): VIRGINIA BRITT, Fort Lauderdale, Florida

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

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

SPONSORS: Red Aircraft Service, Inc. and D. E. Britt Assoc., both of Ft. Lauderdale

The winners of the 1963 POWDER PUFF DERBY are again pairing as a team. For Virginia, this will be her third TAR. She has a commercial license, an instrument rating and 625 hours. Virginia, in addition to having organized the IAR for four years, has flown that race and also flew a European Air Tour in 1963. She is currently on the Woman's Advisory Committee to FAA. Virginia is a member of the Florida Chapter of the Ninety-Nines, FAPA, FWPA, AOPA, NAA and WFC.

Lee served as co-pilot when she and Virginia placed first last year. She has a private license with 300 hours flying time and has an Aircraft Dispatcher's license. She has four children. Lee is a member of the Florida Chapter of the Ninety-Nines, FAC, FAPA and FWPA.



#54

PILOT: POLLY DUNCAN, Whitehaven, Tennessee

AIRPLANE: Cessna 172. 145 h.p.

Polly is flying solo in her second TAR. She has a commercial license, is a certified flight instructor and has 4000 hours. Polly is a Personnel Specialist at Defense Depot in Memphis. Her husband, Howard, is also a pilot. Polly is a member of the Memphis Chapter of the Ninety-Nines.



#55

PILOT: VELTA BENN

AIRPLANE: Beechcraft Bonanza H-35. 240 h.p.

SPONSOR: Chamber of Commerce of Newark, Ohio

Velta is racing in her second TAR. She holds a commercial license, SEL and instructor ratings. During WWII, she was a WASP. Velta has five children and at last count, one granddaughter. In 1963, she won the Ninety-Nines' Amelia Earhart Memorial Scholarship. Velta is a member of the Washington, D. C. Chapter of the Ninety-Nines.



#56

PILOT (L): SAMMY MCKAY, Grand Blanc, Michigan

CO-PILOT (R): MARGARET CRANE, Fenton, Michigan

AIRPLANE: Cessna 210. 260 h.p.

SPONSOR: Superior Pontiac-Cadillac, Grand Blanc, Michigan

Sammy is flying her seventh TAR. She has a commercial license with 650 hours of flying time. Sammy has flown all the Michigan Small races and has placed second and third. Her husband, George, is the owner of Superior Pontiac-Cadillac. They have one child. Sammy is a member of the Michigan Chapter of the Ninety-Nines.

Margaret is also flying her seventh TAR. She has a commercial license with 2100 hours. Margaret is also a flight instructor and works as secretary to Bea Steadman at Trimble Aviation. Her "Boss" is also in this race. Margaret is a member of the Michigan Chapter of the Ninety-Nines.

#57

PILOT (L): MADINE PARSEL, Newport Beach, California
CO-PILOT (R): EVELYN SHERWOOD, Newport Beach, California
AIRPLANE: Cessna 172. 145 h.p.

This team is flying its first TAR. Madine has a commercial license and 240 hours. Madine was a TWA hostess for three years. Her husband, Dr. Walter Parsel, is also a pilot. They have five children. Madine is a member of the Orange Co. Chapter of the Ninety-Nines, AFA and "Docette" Flying Physicians.

Evelyn has a private license with 150 hours. Evelyn lists her activities as Big Game Hunter, traveller, lecturer, writer and Chairman of the Board of Directors of the Red Cross, Orange Co. She is a member of the Orange Co. Chapter of the Ninety-Nines.



#58

PILOT (R): LORENE MISENER, Hayward, California
CO-PILOT (L): RHODA TITLE, Torrance, California
AIRPLANE: Piper Cherokee PA-28. 150 h.p.

Lorene is flying her third TAR. She has a commercial license with 525 flying hours. Lorene is a member of the Bay Cities Chapter of the Ninety-Nines.

Rhoda is flying her first TAR. She has a private license with 260 hours. She is a member of the Long Beach Chapter of the Ninety-Nines.



#59

PILOT (SHOWN): MARY PINKNEY, Redondo Beach, California
CO-PILOT: LUCY BROOKS, Rolling Hills, California
AIRPLANE: Piper Tri-Pacer PA-22. 150 h.p.

Mary is flying in her second TAR. She has a commercial license with 235 hours. Mary is owner of Gravel Mary's in Torrance, California. Her husband, Robert, is also a pilot. They have three children. Mary is a member of the Long Beach Chapter of the Ninety-Nines.

Lucy is flying her first TAR. She has a private license with 70 hours of flying time.



#60

PILOT (L): JOAN PREHN, Rochester, New York
CO-PILOT (R): ROSALIE TYGERT, Webster, New York
AIRPLANE: Cessna 172-P. 175 h.p.
SPONSORS: Palm-Air, Inc., Rochester, New York
and Rochester Pilots Assoc.

This is another first TAR team. Joan has 1450 hours, a commercial license with instrument and flight instructor ratings. She served in the U.S. Women Marine Corp. Joan is employed at Eastman Kodak and is a part time flight instructor for Palm-Air, Inc. She is a member of the Western New York Chapter of the Ninety-Nines and the Rochester Pilots Assoc.

Rosalie has a private license with 150 hours. She is employed as a statistical technician at Eastman Kodak. Rosalie has three children. She is a member of the Western New York Chapter of the Ninety-Nines and the Rochester Pilots Assoc.





#61

PILOT (L): FLORENCE DITTMAR, Los Angeles, California

CO-PILOT (R): MARY KEMPER, Encino, California

AIRPLANE: Cessna 172. 145 h.p.

SPONSORS: Van Nuys Skyways and Miss Pat of California

Florence is flying her second TAR. She has a commercial license with 800 hours. Her husband, Robert, is owner of Inspection Service, Van Nuys. They have two children. She participated in the female ferry flight from Wichita in February. Florence is a member of the San Fernando Valley Chapter of the Ninety-Nines, AOPA, Skyways Fun Flyaways-Fagarwee Tribe.

Mary was co-pilot with Florence last year. She has a private license with 175 hours. She organized and runs the Skyways Fun Flyaways. Mary has one child. Mary is a member of the San Fernando Valley Chapter of the Ninety-Nines, AOPA, NPO, and Icarians.



Opening date entries were drawn in Washington at Federal Aviation Agency Headquarters. #1 selected for take-off was drawn by MR. NAJEEB HALABY, F.A.A. Administrator; #2 by GEN. LEE WADE (Maj. Gen. USAF, ret.) whose records include his piloting "The Boston", Douglas Cruiser biplane in the U.S. Army's first round-the-world flight in 1924; #3 by MRS. FAY GILLIS WELLS, charter Ninety-Nine and first woman to qualify for membership in the Caterpillar Club; #4 by MR. LINTON WELLS, Director of Storer Broadcasting and WW I pilot who, as an AP correspondent, accompanied General Wade in 1924 as the only civilian to participate in the group flight. Remaining entries were drawn successively.



Jack London will again be the Official Starter, assisted by Bud Gillies. Jack and Bud have given generously of their time to the race for many years in such capacities as handicapping, weather checking, precision take-offs, and many other details necessary to getting the race off and away. For this we are most grateful.

Honorary Starter will be Joan Merriam Smith who recently completed an equatorial solo flight around the world simulating Amelia Earhart's unfinished route. Joan will then fly her "famous" Apache bearing 18,000 signatures in different languages to Bader Field, Atlantic City where the city plans an air show and exhibit of current popular private aircraft and helicopters.

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

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).

J-AID manual (with 1 year revision service) to pilot.
Jeppesen Commercial Course, PGT-2, to co-pilot.

(J-AID and PGT-2 presented by Jeppesen & Co., Denver, Colorado).

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

SECOND PLACE

AWTAR trophies for pilot and co-pilot.
\$800.00 cash.

FC-6 Flight Case (includes 2 sets file dividers) to pilot.
Jeppesen Commercial Course, PGT-2, to co-pilot.

(FC-6 and PGT-2 presented by Jeppesen & Co.)

THIRD PLACE

AWTAR trophies for pilot and co-pilot.
\$600.00 cash.

Jeppesen Instrument Course, PGT-3, to pilot.

Jeppesen Refresher Course on Weather for Pilots, PGT-4, to co-pilot. (PGT-3 and PGT-4 presented by Jeppesen & Co.)

FOURTH PLACE

AWTAR trophies for pilot and co-pilot.
\$400.00 cash.

Jeppesen Instrument Course, PGT-3, to pilot.

Jeppesen Refresher Course in Radio Navigation for Pilots, PGT-7, to co-pilot. (PGT-3 and PGT-7 presented by Jeppesen & Co.)

FIFTH PLACE

AWTAR trophies for pilot and co-pilot.
\$200.00 cash.

Jeppesen Refresher Course on Weather for Pilots, PGT-4, to pilot.

Jeppesen Refresher Course in Radio Navigation for Pilots, PGT-7, to co-pilot. (PGT-4 and PGT-7 presented by Jeppesen & Co.)

Note: If any of above are flying solo, Jeppesen co-pilot awards will automatically go to pilots placing 6th and 7th.

SIXTH PLACE

\$100.00 cash. (Donated by "A friend of the Chicago Area Chapter of The Ninety-Nines, Inc.")

SEVENTH PLACE

\$50.00 cash. (Donated by "A friend of the Chicago Area Chapter of The Ninety-Nines, Inc.")

AC Spark Plug Awards

(To be presented to the winners if they are using AC Spark Plugs.)

First Place	\$300.00 cash
Second Place	200.00 cash
Third Place	100.00 cash
Fourth Place	50.00 cash
Fifth Place	25.00 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	\$300.00 cash
Second Place	200.00 cash
Third Place	100.00 cash
Fourth Place	50.00 cash
Fifth Place	25.00 cash

(Presented by the CHAMPION Spark Plug Co., Toledo, Ohio)

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

\$50.00 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.

\$100.00 cash. (Presented by Flying Magazine.)

For the Highest Score of a Pilot Flying Solo.

\$50.00 cash. (Presented by Princeton Aviation Corp., Princeton, N. J.)

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

\$50.00 cash each.

Bonanza—Atlantic Aviation, Wilmington, Delaware

Cessna 170/172/175—AWTAR, Inc.

Cessna 180/182—Norman Smith Trucking, Los Angeles, California

Mooney Mark 20/21—AWTAR, Inc.

Piper Cherokee 150/160—AWTAR, Inc.

Piper Cherokee 180/235—Speeds Flying Service, Flushing, N. Y.

Piper Comanche—Southern Jersey Airways, Inc., Cape May, N. J.

LEG PRIZES

Leg #	From	To	Award	Thanks to
1A	Fresno	Las Vegas	\$100.00	M. Moore Insurance Agency, Las Vegas
1	Fresno	Winslow	100.00	Honey Von Goerken Accounting Co., Las Vegas
2	Las Vegas	Albuquerque	150.00	Pioneer Bank of Arizona, Phoenix
			100.00	Vegas Airmotive Corp., Las Vegas
3	Winslow	Amarillo	50.00	Albuquerque Chamber of Commerce
4A	Amarillo	Oklahoma City	50.00	Amarillo Chamber of Commerce
4	Albuquerque	Oklahoma City	100.00	Oklahoma Chapter of the Ninety-Nines
			50.00	Aviation Committee of the Oklahoma City Chamber of Commerce
5	Amarillo	Fayetteville	100.00	Fayetteville Flying Service
6	Oklahoma City	Cape Girardeau	100.00	{Cape Central Airways, Inc., Cape Girardeau
				{Purple Crackle Club, McClure, Ill.
7	Fayetteville	Lexington	50.00	{Lexington Chamber of Commerce and
8	Cape Girardeau	Morgantown	50.00	{Lexington-Fayette County Airport Board
				{Aircraft Owners & Pilots Club, Cape Girardeau
9	Lexington	Atlantic City	150.00	{Lexington Chamber of Commerce and
				{Lexington-Fayette County Airport Board

Handicap "Par Speeds"

Note: To be eligible to race the airplane must have been manufactured on or after January 1, 1954. 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				DOWNER			
Bonanza H35	60	240	156	Bellanca Cruisemaster 14-19-2	54	230	140
Bonanza J35	60	250	157	Bellanca "260" 14-19-3	60	260	148
Bonanza K35 to M35	70	250	158	MEYERS 200	80	260	159
Bonanza N35 to Q35	80	260	159	MOONEY			
Bonanza S35 (with two bladed prop.)	84	285	166	Mark 20	49	150	132
Bonanza S35 (with three bladed prop.)	84	285	167	Mark 21 (20A, 20B, 20C)	49	180	141
Debonair 33	50	225	151	Super 21 (20E)	52	200	152
Travel Air B95A, D95A	84	360	163	Master (20D) (with fixed gear & prop.)	48	180	114
Musketeer 23	60	160	111	Master (20D) (with fixed gear & constant speed prop.)	48	180	117
CESSNA				MORRISEY	35	150	109
170	42	145	105	NAVION Rangemaster	108	260	143
172 (prior to 1961)	42	145	104	PIPER			
172 (1961 to 1964, 1961 with IC 172EM prop.)	42	145	107	Super Cub PA-18	36	150	102
172 Powermatic (constant speed prop.)	52	175	119	Tri-Pacer PA-22	36	150	105
175 (with fixed pitch prop.)	52	175	116	Tri-Pacer PA-22	36	160	106
180	60	225	133	Cherokee PA-28	50	150	108
180 (prior to 1961)	65	230	134	Cherokee PA-28	50	160	110
180 (1961 to 1964)	65	230	135	Cherokee PA-28	50	180	118
182 (prior to 1959)	65	230	129	Cherokee PA-28 (with fixed pitch prop.)	84	235	137
182 (1959)	65	230	130	Cherokee PA-28 (with constant speed prop.)	84	235	140
182 (1960 to 1964)	65	230	131	Comanche PA-24	60	180	133
185 (6 seat configuration)	65	260	141	Comanche PA-24	60	250	149
205 (6 seat configuration)	65	260	139	Apache PA-23	108	300	136
210	65	260	154	Apache PA-23	108	320	139
195	81	275	135	Twin Comanche PA-30	90	320	165

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. All internal auxiliary tanks must comply with supplemental type certificate data sheets.

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.

Organized in accordance with the Sporting Code of the
FEDERATION AERONAUTIQUE INTERNATIONALE
and with the Sporting Regulations of the NATIONAL AERONAUTIC ASSOCIATION

Reprinted from Feb. 1964 issue of FLYING Magazine, a Ziff-Davis publication.



By grace of God did I have but
one tithe of such a grace
as thine to mount with footless ease
the stepless stairs of space,
this vanity in which I boast
of sharing such an art
would make me less the clod I am
and more thy counterpart.

Think not I miss the laughing scorn
that marks thy strident cry
against the thund'ring of my way
upon the quiet sky,
or envy not the attributes
that by the grace of God
endow to thee the wind and sun
while mine remain the clod.

Yet thee and thine and I and mine
have this that we may hold—
the hand that fashioned us is One
with wisdoms manifold
and jealous artistries for each
so that upon the sky
it is my lot to ride with power
and thine the power to fly.

GILL ROBB WILSON



