

17TH ANNUAL

POWDER PUFF DERBY

July 13-17, 1963

OFFICIAL PROGRAM \$1.00

BAKERSFIELD, CALIF.

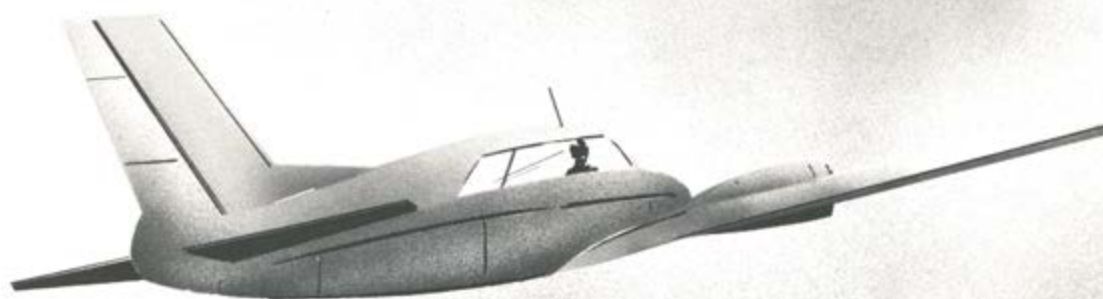
• ATLANTIC CITY, N. J.

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17th Annual



Powder Puff Derby*

ALL-WOMAN TRANSCONTINENTAL AIR RACE INC.

July 13th—17th

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Commemorative Stamp

Honoring the First President of The Ninety-Nines, Inc.

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 some 1800, representing 19 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."

Amelia Earhart, the first president, will be honored with a commemorative stamp, first cover to be issued on her birthday anniversary, July 24, 1963 in Atchison, Kansas. This, after many years, through the efforts of many organizations and interested individuals—the Ninety-Nines, the Zontas, National Pilots Association, Flying and Air Facts publications. In 1956 Congressman William Avery of Kansas sponsored a bill for a commemorative stamp, and again in 1962 the bill was sponsored by Senators Carlson and McDonald of Massachusetts. Special mention must be made of Clara Studer, life-long friend of Amelia and the Ninety-Nines, who this year with the help of the Young Crusaders, Gretchen Foy of Palo Alto, California, and Shirley Dobson of Manchester, Connecticut, revived the drive for a commemorative stamp to honor Amelia Earhart.

The Ninety-Nines will spark the Amelia Earhart Commemorative Stamp celebration with a Fly-Away from Atchison on July the 24th, which will focus world-wide attention on the true spirit of Amelia, as exemplified by the Ninety-Nines today. The first covers will be flown from Atchison to the four corners of the country by charter members Betty Gillies, Melba Beard, Louise Thaden, Teddy Kenyon, Blanche Noyes, Nancy Tier and Viola Gentry. Fay Gillis Wells, charter member, is the co-ordinator of these plans.

We, the Ninety-Nines, dedicate this year 1963 to the memory of Amelia Earhart and to all those who dared—who gave their lives to the adventure and to the progress of aviation.

LOUISE M. SMITH
International President
1961-1963

The Pace Setting Powder Puff Derby

The POWDER PUFF DERBY, the familiar name used by the press for the All-Woman Transcontinental Air Race, and the registered trademark for this oldest and longest of annual air classics for women, has now come to its 17th consecutive running.

Each year its rules reflect the basic trends in general aviation development. The newest regulation requires that "adequate oxygen MUST be used on flights of 30 minutes or more over 10,000 feet, and on all flights above 12,000 feet." Last year's bright skies with brisk tailwinds found eager ships and pilots as high as 19,500 feet, some with inadequate oxygen supplies. Pilots attending Air Share meetings in the past negated the suggestion that general aviation pilots were "flying high." But a survey reveals that 100% of the light planes manufactured in the last two years in this country have service ceilings above 10,000 feet.

High flight also requires a careful analysis of Air Traffic regulations when flight planning. The floors along route segments, positive control areas, and jet climb corridors, call for rigid conformity.

While sparked with the enthusiasm of a "teenager," this race has established a venerable record for standardizing procedures which contribute to its clocklike operation. Some 70 forms—an accumulation of labor now in action—serve as guides dealing with every phase of the race: timing, aircraft inspection, handicapping, operational safety, route survey, amateur radio participation, awards, legal and insurance aspects, FAI requirements, sponsors, promotion and policies. These are reviewed and updated yearly.

Requests for solutions to problems usually already encountered and conquered by the AWTAR, constantly roll into the Powder Puff Derby headquarters at Teterboro Airport from other flying groups. We encourage local races as one of the best aviation training means. Pilots learn their ships' capabilities and see evidence of their own abilities to handle them. Not only are they a stimulus to general flying but provide invaluable pre training for the Powder Puff Derby which demands the keenest of participating crews.

All Ninety-Nines workers and racers share the glow of pride and warmth of friendship which each race offers, and respond to the motivation to fly to all the "Main Streets" of the world. Concomitants are the pleasure and practicality of flight with the demonstrated belief that flight should have its place in the family life of America.

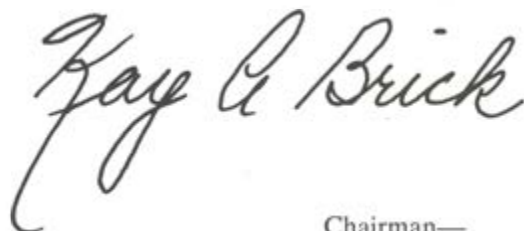
The heart of a fair race with mixed aircraft rests with its handicaps. They must take into account the manufacturers' figures, AWTAR test run figures, the range factor, altitude capabilities and performance in past

races. Each year new, as well as a percentage of the older planes (within a ten year period), are put through their paces using the old Douglas Aircraft Company test flight course, a 5.2 mile run between Huntington Beach and Newport Beach piers, Long Beach, Calif. (Older aircraft may be in perfect flying condition, but usually have been modified in such various respects that they require individual handicapping).

Further responsibility for reliable par speeds is emphasized as the requests to use them increase. During the past year the following races have used AWTAR, Inc. handicaps: Michigan SMALL Race, New England Air Race (AWNEAR), Midland High Sky Derby, All Idaho Lady Pilots Air Derby, Holman Air Derby (St. Paul, Minn.), Albuquerque Chapter 99's Race, Oklahoma City National 99's Convention Air Race. For this, AWTAR, Inc. asks only a credit line after receiving permission to use them. The most recent inquiry, through the NAA, came from the Aero Club of South Africa who wrote that they have "noted the repeated successes of your Powder Puff Derby conducted over greater distances than our 1000 miles and due to the differential of the older and newer aircraft we find difficulty in handicapping fairly." AWTAR's eligible ships range between 100 and 400 hp.

The Powder Puff Derby scores its contestants according to their ground speeds in relation to their handicaps. This is calculated by subtracting the par speed from the average ground speed which means that a winner cannot be known until all planes have crossed the finish line. However, as each contestant punches in or out on the Simplex clocks at en route stops, the times are forwarded directly to the IBM data processing center for the Powder Puff Derby at the terminus. Daily scores are thus available on the overall race as well as individual legs each day. Official confirmation comes from the NAA Timers at the termination of the race.

To keep pace, the Powder Puff Derby will continue to make further changes as challenges demand them in order to keep abreast of aeronautical development and modernized traffic procedures. We look to a future worthy of its past—with following winds.



Chairman—
Board of Directors, AWTAR, Inc.



NATIONAL AERONAUTIC ASSOCIATION

UNITED STATES REPRESENTATIVE FEDERATION AERONAUTIQUE INTERNATIONALE

The AWTAR—A Race With Fringe Benefits

Each year I look forward to the All Woman Transcontinental Air Race, better known as the AWTAR, still better known as the Powder Puff Derby. No, I don't fly in it, but I have a stake in it and a deep affection for it. For the past several years I have sponsored my secretary as a contestant.

Why am I so interested in an event which has "no men allowed" signs all over the place, and why do I give my secretary time off with pay to go flying cross-country? The answer is quite simple, but let me explain by way of some questions. When you visit a local airport offering flight training, how many young people do you see taking flying lessons? By young, I mean real young, under 21, or even 25. There aren't many, are there?

Wouldn't you think, that here in the United States where powered flight was discovered, where the world's finest aircraft are built, and where more than 80,000 private and business aircraft are flying almost daily, our local airports would be jammed with young boys and girls clamoring to see these planes perform and to learn to fly them? Unfortunately, this is not the case. The owner/operator of one of the most popular flying fields in the country recently stated that out of 70 student pilots at his airport, some 80% were over 40 years old, just 3% were under 25, and only one was under 21.

Where are today's young Lindberghs, Gill Robb Wilsons and Mike Murphys, who spent hours and hours at the local airport washing planes, mowing grass and sweeping hangars in return for plane rides and flying lessons? It is true that some of our airports today seem to have invested more money in fences and "keep off" and "don't touch" signs than they have in "let's fly" and "welcome youngsters" posters. Let's hope that these airports are in the minority.

It is also true that more teenagers own, or have the use of, an automobile today than in the early years of the airplane. There are the hot rods, the home-builts and the drag races, all of which seem to offer cheaper and more convenient thrills and challenges than the local airport. Don't get me wrong. I am not anti-auto, nor am I condemning drag racing. It's just that somewhere along the line, we in aviation have fallen down on the job. We haven't been able to spark the same

interest among the youngsters as have the auto industry and sports car groups. In my mind, there is no comparison between the fun and thrills of flying and that of hot-rodding and drag-racing. We haven't convinced the youngsters of this, but we must.

I am not one who believes that the male sex is superior, or that the woman's place is on the ground and at home. There are both men and women who believe that man was never meant to fly. That it's dangerous, difficult and for the rich only. We who have tried it know that this is far from the case.

What has all this got to do with the Powder Puff Derby? I can think of nothing in the flying business that demonstrates so effectively the ease and safety of flying as a headline story on a hundred airplanes, piloted and co-piloted by women, racing with precision and skill more than 2,500 miles from coast to coast, almost without incident. This has been the case with AWTAR. And these planes were not piloted by superwomen from the rich class—many were housewives and a large number were mothers and grandmothers. Few, if any, were in the race because of wealth. They were in it for the pure fun, pleasure and thrill of it.

The protective instinct of parents is one of the factors to be overcome in getting a youngster to learn to fly. Certainly the AWTAR plays an important role in convincing mothers everywhere that flying is safe and easy. And can you imagine a husky boy of seventeen or eighteen admitting that flying is too difficult for him after reading about the Powder Puff Derby?

The job facing us in aviation is to get the youngster out to the airport, expose him to the fun and thrills of flying and encourage him to master it. This is a job for the whole aviation family, not just those who make and sell planes, or the airport operator who gives flying lessons. Each of the more than 70 national aviation organizations in this country should join forces on this project, and not for just today, but year after year.

The 99's, an all-woman organization and sponsor of the AWTAR, is to be congratulated for the job it is doing to focus national attention on flying. May the rest of us do our part equally as well. As head of a business employing several hundred, I am not one to encourage time off the job. However, when it's time for the annual AWTAR, there is no argument around the office when my secretary trades her desk for a cockpit.

MARTIN M. DECKER
President
National Aeronautic Association

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.

A.C. Spark Plug Div., General Motors Corp., Flint,
Michigan
Aero Commander, Bethany, Oklahoma
Air Facts Inc., Princeton, N.J.
Air Work Corporation, Millville, N.J.
Amargosa Farms, Bakersfield, Calif.
Bakersfield Chapter of The Ninety-Nines
Beech Aircraft Corp., Wichita, Kansas
Cessna Aircraft Co., Wichita, Kansas
Champion Spark Plug Co., Toledo, Ohio
City of Atlantic City, New Jersey
Civil Air Patrol
Continental Motors Corp., Detroit, Michigan
Federal Aviation Agency, Washington, D.C.
Flying Tiger Line Inc., Burbank, Calif.
Betty H. Gillies, Rancho Santa Fe, Calif.
Greater Bakersfield Chamber of Commerce
Greater New York Chapter of The Ninety-Nines
Hartzell Industries Inc., Piqua, Ohio
Humble Oil & Refining Co., Houston, Texas
IBM, New York City
Jeppesen & Co., Denver, Colorado
King Radio Corp., Olathe, Kansas
John Mullen, San Diego, Calif.
Howard Nichols, Bakersfield, California
North American Aviation Inc., Los Angeles, Calif.
Piper Aircraft Corp., Lock Haven, Pa.
Wing Scouts
Simplex Time Recorder Co., Gardner, Mass.
The Ninety-Nines, Inc.
U.S. Coast & Geodetic Survey, Wash., D.C.
United States Weather Bureau

More thanks to those who made airplanes available for purposes of handicapping:

Aztex Aircraft Sales (Mr. J. Roberts), Long Beach,
Calif.
Belmont Aviation Corp. (Mr. R. Ceniceros), Long
Beach, Calif.
B & B Aviation (Mr. B. Brodbeck), Bakersfield, Calif.
El Cajon Flying Service (Mr. R. Dennis), Santee,
Calif.
Tanger Aviation Sales, Torrance, Calif.

We are happy to have Danny Kaye for our Honorary Starter at Bakersfield this year. 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.

And to those helping hands along the route: the Airport Personnel, Civic Officials, Chambers of Commerce, Tower Operator, Weather Forecasters, local Ninety-Nines and those of you who came to wave . . .

OUR THANKS

AWTAR, Inc.

Board of Directors



KAY A. BRICK, chairman, is serving her 13th year on the board, her second as chairman. She has served as official timer, Vice Chairman and East Coast Representative. Kay has raced in 5 TARs, holds a commercial license SMEL with instructor ratings and 4300 hours. She was a WASP squadron commander in WW II and has served on the NAA Air Race Committee. She is a past international president of the 99s and a member of the Greater New York Chapter.

BARBARA LONDON, vice-chairman, serves her 13th year on the board. She is West Coast Representative and has flown 4 TARs as a contestant. She holds a commercial license SMEL, SMES with instructor ratings and has 3600 hours. During WW II Barbara was a WASP squadron leader and is presently a major in the USAFRes. She is on the executive board of the 99s and a member of the Long Beach Chapter.



ALICE HAMMOND, secretary of the board, has been flying for 31 years and has 2700 hours. She will be racing in her 10th TAR this year. Alice served as Chief of Staff for the Great Lakes Region C.A.P. in the rank of Lt. Col. and during WW II was an instrument flight instructor. She is a past president of the 99s and is currently Chairman of the Amelia Earhart Memorial Scholarship Fund. She is a member of the Eastern Pa. Chapter.

BARBARA EVANS, treasurer, has flown the TAR 3 times. In 1961 she was part of the Route Survey team, and has been chairman of the Terminus Committee. She has served the 99s in the capacity of Section Governor, International Treasurer and Secretary and is presently a member of the Executive Board. She is a member of the Greater N.Y. Chapter.



JANE HART serves her 2nd year on the board in the office of Public Relations. She has been flying for 20 years and holds single and multi-engine, instrument and rotor ratings and has 2000 hours. She has been chairman of the Michigan SMALL Race twice and has competed in the TAR. Jane completed the astronaut physical tests and has been accepted in the Lovelace Clinic program.

THERESA VASQUES is serving her 4th year on the board, and has flown the TAR three times. She is a Senior Research Engineer with General Dynamics/Astronautics. She is the board member in charge of handicap operations. Terry has been Chairman of the San Diego Chapter of the 99s.



LOUISE HYDE serves the board as Route Director. A pilot for 22 years she has logged over 1600 hours and has participated in the TAR 5 times. She placed 5th in the 1962 TAR. During WW II she was an engineering test pilot in the WASP. Louise is a member of the Greater N.Y. Chapter of the 99s.

MARIAN JEPSEN has been on the board 4 years. She has a commercial license SEL, Ground Instructor and Instrument ratings. She has flown in the TAR 7 times and is a member of the San Diego Chapter of the 99s.



MARGARET ROSS has been on the board for 3 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 is vice-chairman for the Long Beach Chapter of the 99s.

Official

Timers

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



Lucille Quamby
Michigan

Deputy Chief, Terminus
Private SMEL Instrument
Rotor. 2000 hrs. 3 TARS
Bd. of Dir. AWTAR



Jane Hart
Michigan

Private—250 hrs.
Flown TAR
Previous Timer
and Inspector



Rae Tober
Massachusetts



Velma Del Giorgio
Michigan



Christine Winzer
Connecticut

Comm. Instrument
720 Hrs. Flown 2 TARS



Ruth Nitzzen
California

Comm. Flight Instructor
400 hrs. Flown TAR



Helen Dick
California

Comm. 700 hrs.
Flown 6 TARS



Frances Gustavson
California

Deputy Timer, Start
Private—Glider
Silver "C" Soaring Award
Timer 5 TARS

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

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 IBM. 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, 11,000 hours.



Melba Beard, Arizona
Commercial SEL, 2500 hrs.
Charter Member 99's
A&P license
Former Chrm. AE Fund

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 Jeppesen & Co.



Highly skilled Jeppesen aviation cartographers work continuously, making more than 25,000 changes a week, to guarantee that all Jeppesen air navigation charts are up to the minute, completely reliable.

Once again, as they have for many years, Jeppesen & Co., Denver, Colorado, has supplied us with complete up-to-the-minute navigation charts covering our entire route. These are the same charts used by two-thirds of all instrument-qualified business pilots, all domestic airlines, and many of the international airlines. All of the U. S. military services use Jeppesen produced charts. Jeppesen's plotters, computers and other pilot accessories are also familiar to all of us. This firm recently acquired a complete line of pilot training record albums covering all aviation subjects, and we understand they're going to announce soon another entirely new product which will be of vital interest to all of us. We say "thanks" again to Jeppesen & Co. for their support of our efforts, and a big "thank you" for *their* constant efforts to improve aviation safety for all of us.

AWTAR...thanks

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

- | | |
|------------------------------|-------------------------------|
| Abilene Chapter | Middle East Section |
| Alabama Chapter | Midland Chapter |
| Alaska Chapter | Montana Chapter |
| Albuquerque Chapter | New England Section |
| *All-Ohio Chapter | *Northern New England Chapter |
| *Australian Section | *Oklahoma Chapter |
| Bakersfield Chapter | *Orange County Chapter |
| Bay Cities Chapter | *Oregon Chapter |
| Cape Girardeau Chapter | Ozark Chapter |
| Carolinas Chapter | Phoenix Chapter |
| Central Illinois Chapter | Redwood Empire Chapter |
| Chicago Chapter | Rockford Area Chapter |
| Colorado Chapter | *Sacramento Chapter |
| *Eastern Idaho Chapter | San Antonio Chapter |
| Eastern Long Island Chapter | San Diego Chapter |
| Eastern New England Chapter | San Fernando Chapter |
| Eastern Pennsylvania Chapter | San Gabriel Valley Chapter |
| *Eastern Washington Chapter | San Joaquin Valley Chapter |
| *El Paso Chapter | Santa Barbara Chapter |
| El Cajon Chapter | Santa Clara Chapter |
| Georgia Chapter | Shreveport Chapter |
| Greater Kansas City Chapter | Southeast Section |
| *Greater New York Chapter | Southwest Section |
| Greater St. Louis Chapter | Tennessee Chapter |
| Houston Chapter | *Tip of Texas Chapter |
| Idaho Chapter | Tucson Chapter |
| Indiana Chapter | Tulsa Chapter |
| Iowa Chapter | Utah Chapter |
| Long Beach Chapter | *Washington D. C. Chapter |
| *Los Angeles Chapter | *Western Washington Chapter |
| *Michigan Chapter | *Wisconsin Chapter |

* Individual contributions have been credited to these Chapters.

In addition to the monetary contributions, our many thanks to all members of the Ninety-Nines for devoted services.



Anne E. Roethke, Chairman
AWTAR Ways and Means

The Doll Behind the Dollars

Anne has flown since 1945 and is now flying her third plane—a Comanche—and is working on her commercial and instrument ratings. She has flown two TAR's, three SMALL races, one Skylady and one Holman Derby. In 1959 she joined The Ninety-Nines, has served two years as secretary of the Wisconsin Chapter, and is now completing her second year as Chapter Chairman. Anne is a doctor of anesthesiology at St. Luke's Hospital in Milwaukee, Wisconsin.

The Ham Radio

Mrs. Carolyn Currens, W3GTC, is chairman of the "Ham" Radio Net for the sixth 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 twelfth consecutive year an amateur radio net will assist with communications during the Powder Puff Derby. Start, finish and each enroute airport will be covered by a "ham", working as part of a relay team, to see that continuous information is sent in all directions. The net team is listed below.



CAROLYN CURRINS, W3GTC—Net Chairman



THOMAS W. HERNDON
K3RWT



PAUL BLACKMAN
K5WSH



HARRYETTE BARKER
W6QGK



A. M. GORTON
WPGX



JAMES DAKIN
K8BPC

Bakersfield, California

Harryette Barker W6QGK
16011 E. Fairgrove Ave., LaPuente, Calif.
Bakersfield Amateur Radio Club

Las Vegas, Nevada

Ronald Phillips K7RLX
4816 Carmen Blvd., Las Vegas, Nev.
Las Vegas Radio Amateur Club

Page, Arizona

Carl Hutton W7MSC

Farmington, New Mexico

Paul Blackman K5WSH
5208 First Ave., Farmington, N.M.
Totah Amateur Radio Club K5WXI

La Junta, Colorado

A. M. Gorton W0 PGX
1518 Colorado Ave., La Junta, Colo.

Great Bend, Kansas

William Jones K0CIY0
2710 19th St., Great Bend, Kansas

Kansas City, Kansas

Cecil Oesch K0 OXK
527 Westvale Blvd., Kansas City, Kan.
Jay Hawk Amateur Radio Club

Springfield, Ill.

Charles M. Barber W9 YJF
1621 N. Wolfe St., Springfield
Sangamon Valley Radio Club W9DUA

Dayton, Ohio

James Dakin K8 BPC
6797 Brandt Pike, Dayton 24, Ohio
Dayton Amateur Radio Club W8RXM

Cumberland, Md.

Thomas W. Herndon K3 RWT
811 Shriver Ave., Cumberland, Md.
Mountain Amateur Radio Club

Atlantic City, N.J.

Jack Muller WA2MVS
517 Pincus Ave., Northfield, N.J.

Transcontinental Traffic

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

Sponsors



#5 Aztec Aircraft Sales



#4 Dairy Farmers of Washington State



#22 National Air Centers



#20 Flying W Ranch



#16 Terri Aviation Corp. and Caryl Richard Co.



#40 Red Aircraft Service, Inc.

Sponsors



#12 Belmont Aviation Corp.



#3 Luden's—Honey Lemon Cough Drops



#19 Avis Rent-A-Car



#37 Butler Aviation



#40 Horizon Aero Service



#25 Pepperell Sheets

Takeoff!



Meadows Field—Bakersfield
Where Bakersfield's Chapter of Ninety-Nines
Will Welcome You!

The Committee for the start wishes to thank:

City of Bakersfield
County of Kern
Greater Bakersfield Chamber of Commerce
Aviation Committee of the Chamber of Commerce—our
sponsors—Steve Wall, Chairman
Kern County Board of Trade
Kern County Airport System, Albert J. Huber, Director
Junior Chamber of Commerce
Kern County Sheriff's Dept.
Kern County Sheriff's Aero Squadron
Bakersfield Police Dept.
No. 9634 Air Force Reserve Recovery Squadron
Wing Scout Squadron No. 417, and Long Beach Wing Scouts
Civil Air Patrol
Kern County Radio Club
National Radio Net—Harryette Barker
FAA Representatives
Aircraft Inspectors
A. C. Sparkplug Division of General Motors
Zonta International of Bakersfield
Harold Lewis and Local Automobile Dealers furnishing
transportation
Murray Arnold and Ken Croes, Publicity Consultants
All Kern County News Media
Bakersfield Savings & Loan—zippered map cases
Freddie's at the Skyway House—box lunches
Hacienda Motel
Skyway House
Shell Oil Corporation
Standard Oil Corporation

The many volunteers, our sister Ninety-Nines, our husbands,
local aviation companies, personnel and employees of Meadows
Field, and the many others giving their time, money and
enthusiastic support, above and beyond the call of normal duty.

1963 TAKE-OFF PROGRAM, BAKERSFIELD, CALIFORNIA

Monday, July 8, 7:30 P.M. No host Buffet Dinner—Lanai
Room, Hacienda Motel.
Tuesday, July 9, Bakersfield Welcome Party, Poolside at Sky-
way House, Meadows Field.
Cocktail Hour, 7:30 P.M.
Dinner—hosted by Bakersfield 99's, 8:30 P.M.



Bakersfield Committee, Ninety-Nines

Seated—left to right: Florence Moody, hospitality and accom-
modations chairman; Jo Dunham, impound; Rhoda Thompson,
race chairman, official committee for the start of the '63
AWTAR; Lorine Witmer, operations chairman; Standing—
Back row—left to right: Beverly Newton, transportation; Pris-
cilla Spencer, publicity; Leone Wall, inspection chairman; and
Alice Pemberton, chairman, Bakersfield Chapter 99's.

Wednesday, July 10, 8:30 P.M. Reception Courtesy A. C.
Spark Plug Division of General Motors Corporation and
Aviation Quality Council—Pacific Airmotive Corporation.
Thursday, July 11, 7:30 P.M. Pre-Flight Banquet, Bakersfield
Civic Auditorium—Greater Bakersfield Chamber of Com-
merce, hosts.

Friday, July 12, 11:30 A.M. 17th AWTAR Anniversary
Luncheon—Fiesta Room, Hacienda Motel.
2:30 P.M., Pilots' Briefing.

Saturday, July 13, 6:00 A.M. Take-Off Breakfast, Fiesta
Room, Hacienda Motel.
Weather Briefing follows breakfast.
9:00 A.M. Take-Off, Meadows Field.

Metropolitan Bakersfield-- Site of the 1963 Powder Puff Derby Start



CIVIC AUDITORIUM

This \$5,000,000 newly completed building is symbolic of the hospitality, friendliness and progress of Metropolitan Bakersfield. This will be one of the centers of activity for the 1963 Powder Puff Derby jointly sponsored by Bakersfield Chapter of the Ninety-Nines and the Greater Bakersfield Chamber of Commerce.

Those whose signatures appear elsewhere on this page voice the widespread enthusiasm felt by the entire community for this internationally famous event. All of us join in wishing you a great race and express the warm hope that you will return to visit us soon.

Charles P. Salzer

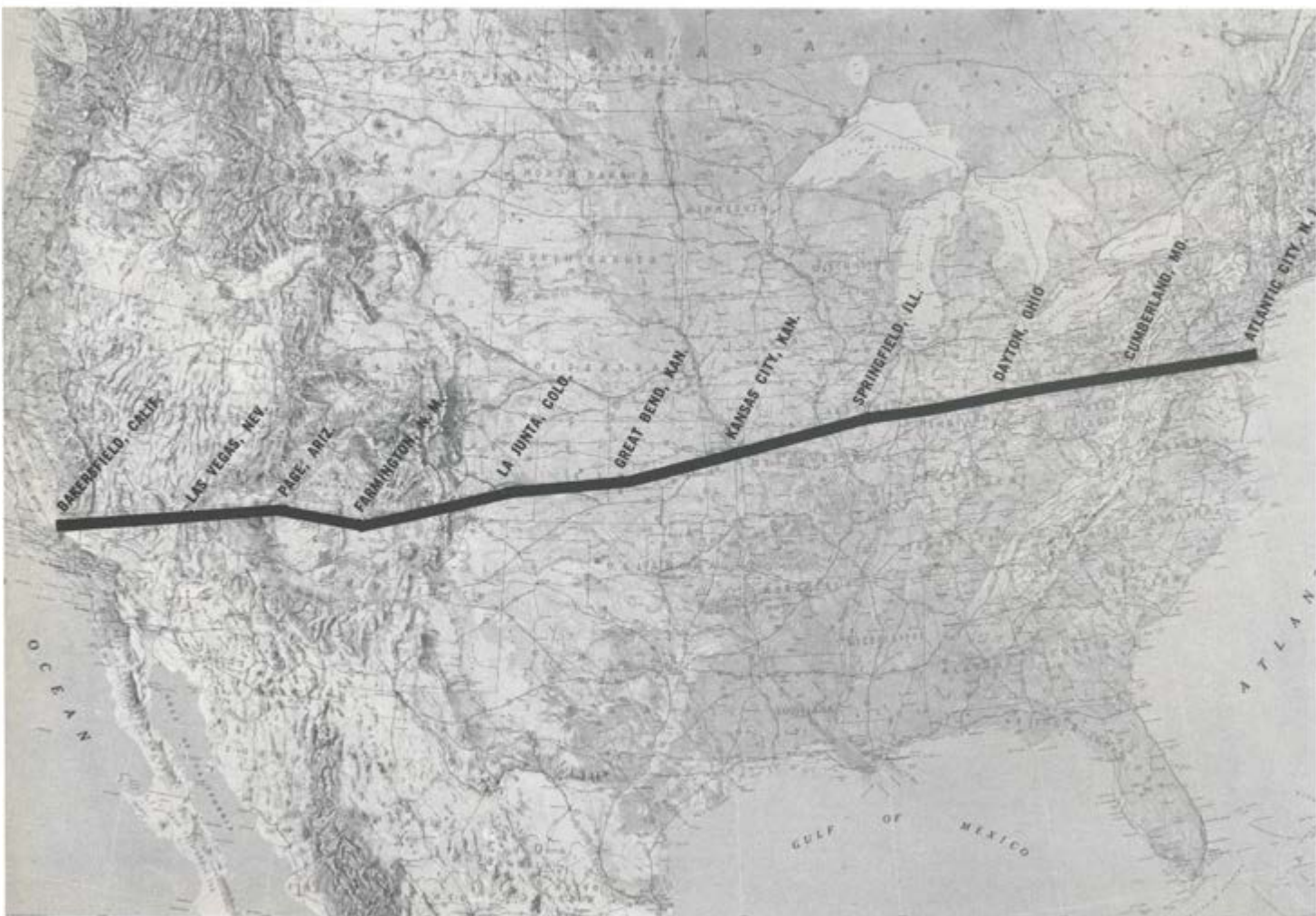
Charles P. Salzer
Chairman, Kern County
Board of Supervisors

Frank Bell

President
Greater Bakersfield
Chamber of Commerce

Sincerely,
Gene Winer
Gene Winer
Mayor

Albert J. Huber
Albert J. Huber, AAE
Director of Aviation



Map courtesy of Jeppesen & Co.

The 1963 AWTAR is the straightest race course we have ever had, and for this reason no "must" stops are necessary. There are nine designated 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 FAA supervising inspectors.

MCCARRAN FIELD, LAS VEGAS, NEVADA 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' runway, one of only three in the Pacific Southwest, the other runways being 6,500' and 4,500'. The elevation of the field is 2,471'.

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, assisted by Grace Page. The Airport Manager is Gordon W. Miles; John W. Mathe-son is manager of Alamo Airways; and Eugene S. Gull is serving again this year as the FAA supervising inspector.





GLEN CANYON AIRPORT, Page, Arizona, at an elevation of 4272 feet, is located on the edge of the city. The beautiful little city was carved out of the pink sandstone and desert six years ago to provide facilities for the construction of the huge Glen Canyon Dam on the Colorado River. These pink sandstone formations are some of the most fantastically beautiful in the world.

Lake Powell, to be formed by the waters backed up by the Glen Canyon Dam, will extend 186 miles upstream on the Colorado and 71 miles upstream on the San Juan River. The National Parks Service has already expended well over a million dollars in the development of recreational facilities in the vicinity of Page. The Glen Canyon Recreation Area promises to become one of the nation's outstanding tourist attractions.

The Ninety-Nines co-ordinator is Juanita Newell assisted by Pat Lampart. The Airport Manager is Royce K. Knight, and George E. South is the FAA supervising inspector.



FARMINGTON MUNICIPAL AIRPORT, Farmington, New Mexico. This airport, at an elevation of 5,503 feet, is the hub of a rapidly growing community known as the "Energy Capital" of the West. Farmington is in an area of vast petroleum resources and the Navajo Dam, under construction, will bring water to the 115,000 acres of now arid land. Additional resources are vast coal beds and rich uranium deposits. The newly completed terminal building at the airport helps to serve the many new industries coming to the section. The Mayor of Farmington is D. Oscar Thomas.

The entire area is an exciting and different type of vacationland . . . one example being the famous Mesa Verde with ruins of a culture dating from about 700 to 1200 AD. Not far from Farmington is the Four Corners—the only place in the United States where four states meet.

The Ninety-Nines co-ordinator is Randa Sutherland and Dottie Sanders is Chief Timer. Edward S. Leach is the FAA supervising inspector.



LA JUNTA, COLORADO. La Junta's airport, at an elevation of 4238 feet, is an industrial center as well as the aviation center on Southeast Colorado. At the airport there is a S.A.C. Radar Bomb Scoring Unit, a Flight Service Station, cafe with pilot lounge, and a qualified aircraft maintenance operator.

La Junta is the Spanish word for junction. This is where the Santa Fe Trail divides. La Junta is a community of many facets; including industry, cattle, railroad and farming. It is also the home of the famous Koshare Indians.

La Junta's airport facilities are continually growing through the efforts of the City Manager, Larry L. Smith; Airport Manager, H. R. McCune; F.A.A.'s Flight Service Station Chief, Ted Seibel; and the Chamber of Commerce's Aviation Committee, chairmanned by Don Buck. The Ninety-Nines co-ordinator is Ethel Frieze, and the FAA Supervising Inspector is John H. Vaughan.



GREAT BEND, KANSAS. The airport at Great Bend is at an elevation of 1891 feet and has three paved runways, all over 8000 feet in length. The town of Great Bend was founded on the north bank of a large bend of the Arkansas river. The Santa Fe Railroad reached Great Bend in 1872 and brought cattle to this area. In the ensuing years, agriculture and manufacturing have made Great Bend an outstanding Kansas city of 18,000 progressive, civic-minded, friendly citizens. Oil and wheat are major factors in Great Bend's economy today.

The Ninety-Nines co-ordinator is Mildred Early; the airport manager is Edward R. Moses; and the FAA supervising inspector is James P. Colton.

FAIRFAX MUNICIPAL AIRPORT, Kansas City, Kansas is recognized as the "Preferred Port" for General Aviation in the metropolitan Kansas City area. It is but five minutes from downtown Kansas City, Kansas.

The airport elevation is 746 feet. Four runways, taxiways, ramps and aprons are paved. Complete service facilities are available.

The Ninety-Nines co-ordinator is Sarah Gorelick; airport manager, Benedict G. McDonald; for the Chamber of Commerce, W. J. Browning; FAA supervising inspector, Paul M. Cannom.

Three units of the Federal Aviation Agency; the 137th Trans. Co. (Light Helicopter), Kansas National Guard and the 9544th Air Force Reserve Recovery Squadron are based at Fairfax.



CAPITAL AIRPORT, Springfield, Illinois. The airport is located 1.7 miles from the city limits and is on a plateau where the first airport was established in 1926. It was from this field that Charles A. Lindbergh flew the air mail to Chicago and St. Louis prior to his historic flight to Paris one year later. There are three concrete runways, one of which is 7000 feet long with a 1000 foot "overrun" of paved areas for a total length of 9000 feet. At the present time the airport is undergoing expansion to meet the Jet Age.

Springfield is widely known as the home and final resting place of Abraham Lincoln, and there are many memorials in his honor including the imposing Lincoln Tomb and Monument in Oak Ridge Cemetery. New Salem State Park, in which is reconstructed Lincoln Village, is 20 miles northwest of the city of Springfield.

The Ninety-Nines co-chairmen are Bonnie Ferrell and Barbara Jenison. The airport manager is Albert A. Shuster and the FAA supervising inspector is David C. Detamore.



JAMES M. COX DAYTON MUNICIPAL AIRPORT. Dayton, Ohio has earned the title of "Birthplace of Aviation". It was here that Orville and Wilbur Wright made their first experiments and is still the center of aeronautical research in America.

The airport is at an elevation of 1008 feet. It contains three runways, the longest of which is 7000 feet. It is situated 10 miles from the city.

The Ninety-Nines co-ordinator is Clara Tharpe. The Supervisor of Airport Operations is Dale Glotfelter and the FAA supervising inspector is Clarence Wilson.



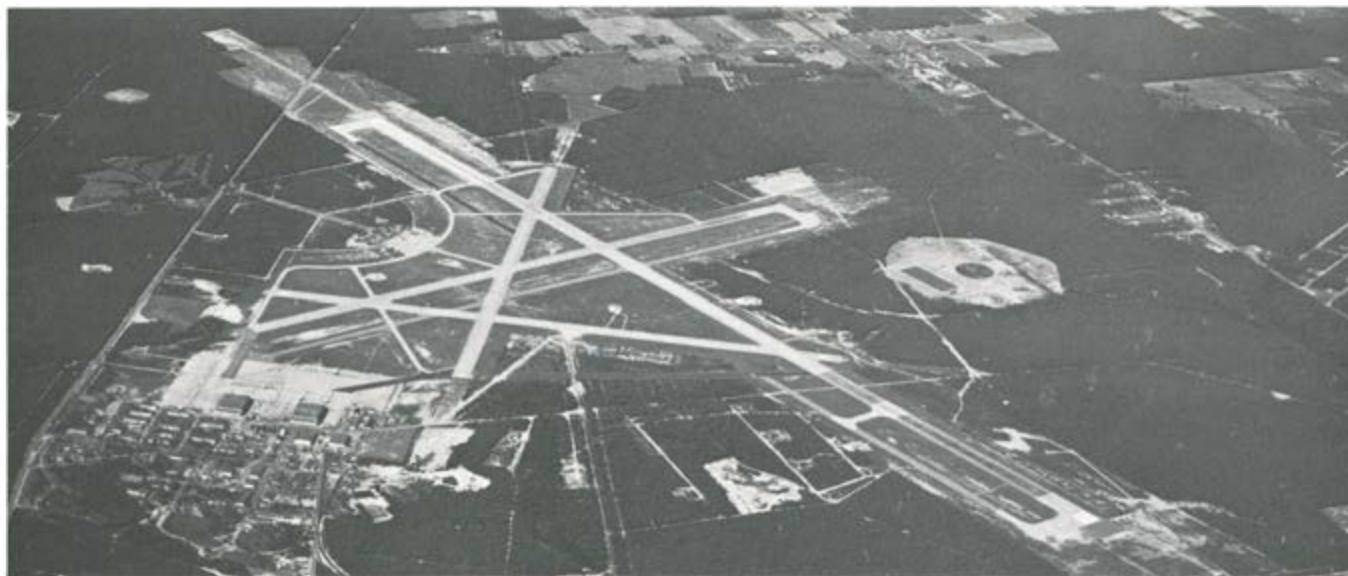
CUMBERLAND MUNICIPAL AIRPORT

The Cumberland Municipal Airport is located across the Potomac River in neighboring West Virginia, three and one-half miles from downtown Cumberland. It has three paved, lighted runways: One, 1500' long, NE and SW; one, 3600' long East and West, and one 3000' long, North and South. It has nondirectional radio beacon, unicon, charter and maintenance, gas, oil, storage and rest room facilities.

Cumberland is a diversified industrial center, located midway between Pittsburgh, Pa. and Washington, D.C. It is on the main line of the Baltimore and Ohio and Western Maryland Railroads and produces tires, glass, instruments, ballistic missiles, plastics, women's clothing, beer, acetate fibers and food products.



National Aviation Facilities Experimental Center



The Federal Aviation Agency's National Aviation Facilities Experimental Center—terminus for the 1963 All-Woman Transcontinental Air Race—is the world's leading civil aviation proving ground. Its huge facilities near Atlantic City are used to research, experiment and evaluate new equipment needed to safely expedite the nation's ever expanding civilian and military air traffic of tomorrow.

Former U.S. Air Force Col. William F. Harrison is the center manager and host this year for the derby. His responsi-

bilities involve directing all administrative and support activities at NAFEC.

The former Naval Air Station was officially turned over on July 1, 1958 by the Navy to the Airways Modernization Board, which later that year became a part of FAA following passage of the 1958 Aviation Act. FAA's Systems Research and Development Service later assumed NAFEC operations.

The site, chosen out of 1800 possible locations because of its proximity to the high density air traffic areas of New York, Philadelphia, and Washington, provides an excellent environment for the "real life" study of air traffic control problems. Since it is immediately adjacent to the Atlantic Ocean, the area offers traffic-free, over-water airspace for flying of an experimental nature such as that now conducted at the Center.

NAFEC, a 5000-acre laboratory, is equipped as an operational IFR airfield with a full complement of navigational aids to provide a test environment utilizing equipment of the most advanced types available.

There are three operational runways at NAFEC, one 10,000 feet long and 200 feet wide. The other two are 150 feet wide, one of which is 6000 feet long and the other 5000 feet in length. The 10,000 foot instrument runway is equipped with over 2000 lights, used mostly in the evaluation of touchdown area lighting, centerline lighting, and high speed turn-off lighting.

NAFEC features a fully operational Measurements Range used to collect scientific data on the performance of experimental equipment under actual flight conditions. This range includes precision electronic and optical measuring and recording equipment.

The latest types of computers are used to perform mathematical analyses of test data and advanced simulation systems are used to validate proposed air traffic control systems and procedures and provide sound technical data for engineering requirements.

The NAFEC aircraft fleet includes some 20 representative type aircraft ranging from small single-engine aircraft and conventional multi-engine aircraft to the latest jet and turboprop aircraft.

Some 200 buildings presently in use at NAFEC enclose more than 750,000 square feet of floor space. Several new, permanent-type buildings have just recently been completed by the FAA.

Currently, the NAFEC personnel totals nearly 2,300, of which more than 1,300 are Civil Service employees and nearly 650 work under contract. The remainder consists of military officers and temporary personnel.

Currently, there are more than 300 active NAFEC projects underway, with an additional 135 projects assigned and in the process of future implementation within the Evaluation, Experimentation and Research Divisions at the Center.



FEDERAL AVIATION AGENCY
Washington 25, D.C.

OFFICE OF
THE ADMINISTRATOR

June 7, 1963

Dear Mrs. Brick:

We are pleased that your organization has again chosen our National Aviation Facilities Experimental Center at Atlantic City, as the terminus for your 1963 All-Woman Transcontinental Air Race. As you are aware, we had the privilege of serving as a host to your 1961 National Race. As in the case for that occasion, I can assure you that we are looking forward to serving the race participants as they conclude their flights.

While in Atlantic City, it is hoped that individuals of your organization can allow sufficient time from their busy schedules to visit our Center facilities and observe some of the significant and far-reaching research and development efforts that are in progress. These efforts, I am confident, will lend immeasurably to advancements in National aviation safety and airspace utilization.

As your host, we will make every effort to meet your requirements, and may I add, best wishes for a highly successful 1963 "Powder Puff Derby."

Sincerely,

William F. Harrison
W. F. HARRISON
Administrator

Mrs. Kay Brick
Chairman, Board of Directors
All-Woman Transcontinental Air Race, Inc.
Teterboro Airport
Teterboro, New Jersey

The Terminus

Terminus Headquarters—Ritz Carlton Hotel

SCHEDULE OF EVENTS

Sunday, July 14

Registration opens.

Monday, July 15

Brunch for early arrivals and Terminus Committee sponsored by the Women's Division of the Greater Atlantic City Chamber of Commerce, Mrs. Marie McFarland, chairman; Mrs. Minnie Hess Trilling, President.

Tuesday, July 16

Ocean Cruise. Sleek, trim yachting craft will whisk you out into the blue Atlantic, sailing from the glamorous Atlantic City State Marina, with the gorgeous resort skyline as a backdrop. Reservations on a first come, first served basis, can be made at AWTAR Headquarters upon arrival at the Ritz. Skippers and craft courtesy Atlantic City Tuna Club.

3:00 P.M.

Poolside Fashion Show at the Ritz. Bathing suits from the caveman to the bikini and summer sportswear will be shown by Marie McCullough and The Atlantic City School of Modeling. (Pending sufficient arrivals.)

Evening

Splash Party at the Ritz Pool.

Wednesday, July 17

Luncheon at Historic Smithville Inn.

5:00 P.M.

Pilot's Meeting
Evening on-the-town at the famed 500 Club in time for the Midnight show: The Tommy Dorsey band (Sam Donahue conducting) with Helen Forrest, the Pied Pipers, Ziggy Elman, and introducing FRANK SINATRA, JR.

Thursday, July 18 A.M.

Tour of the NAFEC facilities. See how the FAA is researching Air Safety, Air Traffic Control and Landing Systems.

12:00

Dedication of new Atlantic City Terminal Building.

7:00

Reception.

8:00

Awards Banquet—Guest Speaker, Najeeb Halaby, Administrator of FAA. Sponsored by the City of Atlantic City and The Chamber of Commerce.

There is much to do and to be seen in your spare time in Atlantic City, such as early morning bicycling on the longest Boardwalk in the world, ocean and pool bathing, and Cabana Beach Frolics. The new Tussaud's Wax Museum near the famous Steel Pier is well worth seeing.



GREATER NEW YORK TERMINUS COMMITTEE: Standing from left to right: Edith Kuzenko, Impound; Mina Elschner, Transportation; Kamala Vass, Chairman; Julie vom Saal, Operations; Jeanne Spielberg, Social. Seated: Selma Cronan, decided to fly; Betty Patton, Accommodations; Marian Lopez, Assistant Chairman.

Our Special Thanks go to:

Richard S. Jackson, Commissioner of the City of Atlantic City
Walt Clark, President of Atlantic City Chamber of Commerce
Gerald Trench, Chairman, Banquet Committee
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
The NAFEC Officer's Club
Marie McCullough, Atlantic City School of Modeling
Atlantic City Tuna Club
Manager and Staff of Ritz-Carlton Hotel
Litts Department Store

We also wish to thank the following for favors:

Fralinger's Salt Water Taffy
James Salt Water Taffy
Bayside Electronics, Inc., San Jose, California
Underberg Bitters Sales Co.
Esso (Eastern Division)
Pan American World Airways
R. J. Reynolds Tobacco Co.
Jacqueline Cochran, Inc.
Irish Airlines
Bausch & Lomb
Mike Kuzenko
New Jersey Wing of Air Force Assoc.
Sperry & Hutchinson Co.
Republic Aviation
Pepperell Sheets
United Airlines

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



Atlantic City, New Jersey

Atlantic City is proud that it is batting "three-for-four" in the Powder Puff league, having been host to the Flying Femmes in 1961, now again in '63 and slated for two-in-a-row come July 1964, when the State of New Jersey celebrates its 300th birthday.

This year, the entire populace of Absecon Island, on which Atlantic City and three neighboring communities are situated, hopes that Bakersfield, California, (the western site of the take-off) will have all the entries in the air on schedule and that the weather will cooperate enroute so all will arrive on schedule.

The actual "finish line" here will be opposite the Ritz Carlton roof where timers will site each plane as it passes between the hotel and a Coast Guard boat anchored in the ocean. For a distance of nearly five miles along the Boardwalk and beach of Atlantic City and Ventnor (its southerly neighbor), fans can watch each plane zoom out over the Atlantic and along the coastline toward the ocean-end deck of the Million Dollar Pier. From the Pier they will then swing back for landing at NAFEC.

For anyone who doesn't know it, the word "airport" was first coined here and used in the dedication of Bader Field—an in-the-city airport that handles all

small planes and hosts thousands of fliers annually. It is only five blocks from the beach and boardwalk.

Here, too, was the first demonstration of "bombing" from an airplane when Glen Curtis in 1910 dropped oranges as examples of what a bombing could do. That same year, on October 15th, Walter Wellman made the first attempt to cross the Atlantic by air, but had to turn back due to storms after flying some 1000 miles over the ocean. The highest balloon jump ever made was when a local fireman and professional diver, dove 2000 feet from a blimp.

At the expense of being repetitious, Atlantic City reiterates its stand of two years ago when we hoped that the gals would have:

First—a successful and accident-free journey across the country;

Second—that they'll set a flock of new records on this 17th annual race;

Third—that their stay in our city will be most enjoyable, and that after all of the fanfare is over, they'll stay around a couple of days just to see why we're so proud of this, the oldest year-round resort in all America.

The Greater New York Chapter of The Ninety-Nines, your co-host with the City of Atlantic City and the Atlantic City Chamber of Commerce, is delighted to welcome you to Atlantic City once again. This year, unlike 1961, we hope you will arrive in time to enjoy the recreational facilities offered by this Atlantic coast playground.



#1

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

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

This is Judy's second TAR and again she is flying solo. She has 800 hours of flying time, a commercial license and instrument rating. She is the Secretary of the Long Beach Chapter of the 99's. Her husband, Ellis, an Oral Surgeon, is also a pilot.



#2

PILOT (L): BERTHA HALL HAYCOCK, Bakersfield, California

CO-PILOT (R): PRISCILLA HALL SPENCER, Bakersfield, California

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

SPONSOR: County of Kern, Civic Center, Bakersfield, California

"Bert" has flown one TAR. She has a commercial license, with instrument and helicopter ratings and over 1200 hours. She and her husband, Gordon, who is also a flyer, raise quarter horses in the Hot Springs area. "Bert" is a member of the Flying Farmers and Whirley Girls.

Priscilla is a cousin of "Bert". She has a private license and is a member of the Bakersfield Chapter of the 99's.



#3

PILOT (R): ALICE H. HAMMOND, Meadowbrook, Pennsylvania

CO-PILOT (L): IRENE N. WIRTSCHAFTER, Philadelphia, Pennsylvania

AIRPLANE: Cessna 180. 225 h.p.

SPONSOR: Ludens, Inc., Honey Lemon Cough drops.

This will be the tenth TAR for Alice and her third for Luden's. She has a commercial and instrument rating, land and sea, with over 2750 hours. Alice has been flying since 1931. She was an instrument instructor during WW II. She is former president of the Ninety-Nines and is a member of CAP and NPA. She and her husband, John, who is also a pilot, have three children. She is chairman of the AE Scholarship Fund.

Irene has flown one TAR. She has a private license with 210 hours. She is currently active USNR, Lt. Sr. Grade serving as Admissions Officer. She is employed as a District Internal Revenue agent. Member Ninety-Nines and AOPA.



#4

PILOT (R): ILOVENE N. POTTER, Seattle, Washington

CO-PILOT (L): PAT McGEE, Seattle, Washington

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

SPONSOR: Dairy Farmers of Washington State

This will be Ilovene's third TAR. She won the 1962 Flying Magazine Award. She has a commercial license, instrument, single and multi-engine and rotocraft ratings. She has accumulated 643 hours since starting to fly in 1960. Her husband, Leslie, is also a pilot. They have three children.

Pat McGee is flying her first TAR. She has a commercial license, SMEL and instructor rating, with 914 hours. She is now an instructor and demonstrator for a Beech Dealer. She is a free lance writer, photographer and public relations gal. Her husband, Al, is also in public relations. They have two children.





#5

PILOT (R): DORIS K. EDDY, Long Beach, California
CO-PILOT (L): TREASURE ZIMMERMAN, Long Beach, California
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSOR: Aztec Aircraft Sales, Lakewood, California

This is the second TAR for Doris. She has a commercial license and instrument rating with 800 hours of flying time. She is a ferry pilot for Aztec Aircraft Sales. Her husband, Myron, is a pilot. They have a son and a daughter.

This is the first TAR for co-pilot Treasure. She has a private license with 54 hours. She is a teacher of physical education in Long Beach. Her husband, Harry, is also a pilot. They have two children.



#6

PILOT (R): MARGARET RINGENBERG, Grabill, Indiana
CO-PILOT (L): ELDORA WISWELL, Elkhart, Indiana
AIRPLANE: Piper Cherokee PA-28. 160 h.p.
SPONSOR: Denzel Webster, Fort Wayne, Indiana
 Johnson Press Co., Elkhart, Indiana

This is the seventh TAR for Margaret. She has a commercial license SMEL with an instructor's rating and 2700 hours. Her husband, Morris, is Executive Vice President of the Grabill Bank. They have two children.

This is Eldora's first TAR. She has 60 hours of flying time and is a member of Mishawaka Pilot's Club. She and her husband, Harold, have three sons.



#7

PILOT (R): HARRIET WLADYKA, Jefferson, Ohio
CO-PILOT (L): PATRICIA HANGE, Jefferson, Ohio
AIRPLANE: Cessna 195-B, 275 h.p.
SPONSOR: Bill's Auto and Aircraft Sales, Warren, Ohio

This is Harriet's first TAR. She has 930 hours and has a commercial license, flight instructor, ground instructor and glider ratings. She is an instructor in driver education in the school system and advisor to High School Flying Clubs. Her husband, Alex, is also a pilot. She won the Ninety-Nines AE Scholarship in 1961, is a member of NAA, AOPA and SSA.

This is the first TAR for Patricia. She has a commercial license and is a glider pilot. She has 300 hours of flying time. She is the assistant manager at Lennox Airport and a member of NAA, AOPA and SSA.



#8

PILOT (R): PATRICIA THOMAS GLADNEY, Los Altos, California
CO-PILOT (L): MARGARET STANDISH, Mt. View, California
AIRPLANE: Cessna 180. 230 h.p.
SPONSOR: Mettfly Spinfishing Tackle, San Jose Aeronautics Inc.
 Bayside Electronics

Patricia is an old hand at TAR races having flown in ten of them. She placed fourth in 1962. She has a commercial license with instrument and flight instructor ratings with more than 8600 hours. Pat was the first winner of the AE Scholarship. She and her husband, Jack, who is a Captain for Pacific Airlines, have two girls. Pat is "employed at home and works at everything."

Margaret has flown in each TAR as Pat's co-pilot. She has a commercial license, with flight instructor rating and more than 2400 hours. She is a design engineer with Lockheed in the Missile and Space Division.

#9

PILOT: PATRICIA MCGUIRE ARNOLD, Gordonsville, Virginia
AIRPLANE: Cessna Skylane 182. 230 h.p.

Pat is entering solo for her fifth TAR. She is a commercial pilot, and has instrument, multi-engine ratings with 3100 hours and also holds a rotocraft helicopter license. She was the 40th woman to receive this license and has 250 hours of time in helicopters. She operates a charter service with her Brantly B-2. She is a member of the 99's, The Whirly Girls, American Helicopter Society, NAA and NPA.



#10

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

This will be the 11th TAR for Pauline and she has placed in five of them. Her log book shows 12,250 hours as instructor, and she possesses a commercial license with flight, ground instructor and instrument ratings. Her husband, Claude, a Pipeline Patroller, is also a pilot.

Sandra is flying her first TAR. She is a private pilot with 150 hours of flying time. She is the Treasurer of the Roberts Engineering Firm where her husband, Harris, is a Vice President. He is also a pilot.



#11

PILOT (L): MARY ANN NOAH, Mission, Kansas
CO-PILOT (R): STELLA M. LEHMANN, Kansas City, Missouri
AIRPLANE: Piper Cherokee PA-28. 160 h.p.

This is the fourth TAR for Mary Ann. She has a commercial license, with SMEL and instrument ratings with 850 hours of flying time. In addition to the TAR, she has flown in three International Races—Tail End Tony in 1961, 3rd place in 1962, and 2nd in 1963. She is presently Chairman of the Kansas City 99's. She and her husband, Brook, who is a flier, have four children—two boys and two girls ranging in age from 7 to 15. She is a member of NAA and MPA.

This is Stella's second TAR and her second stint as co-pilot for Mary Ann. She has 125 hours of flying time and is working towards her commercial license. She is the mother of 3 girls, 11, 13 and 17 and is the wife of Dr. Edward Lehmann. She is a member of the Kansas City 99's, AOPA and the NAA.



#12

PILOT: FRAN BERA
AIRPLANE: Beechcraft P-35. 260 h.p.
SPONSOR: Belmont Aviation Corp., Long Beach, California

Fran has won this annual event seven times out of twelve trips and placed second in one. She has an ATR rating, SMEL, flight instructor, helicopter and instrument ratings and is an FAA Examiner. She has 10,500 hours and is the Chief Pilot for her sponsor, who for the 3rd time is Belmont Aviation Corp. Fran is flying solo this year in a new Beechcraft Bonanza outfitted with the latest Motorola Electronic equipment.





#13

PILOT (L): PAT C. McEWEN, Wichita, Kansas
CO-PILOT (R): MARY AIKINS, Derby, Kansas
AIRPLANE: Beechcraft B-95, A Travelair. 360 h.p.
SPONSOR: Steffens Dairy Foods Co., Wichita, Kansas

This is Pat's second TAR. She has a commercial license, 330 hours and an instrument rating. She serves as Chief Pilot for the Steffens Dairy of which her husband, Owen, is a Vice President, Secretary and Pilot. They have seven children. Pat is a member of NPA.

Mary has a private license with 125 hours. She is working on her commercial and instrument ratings having passed both written exams. Her husband, Charles, is a pilot. They have three children.



#14

PILOT (R): MARY R. COALE, Houston, Texas
CO-PILOT (L): RHEA ALLISON, Missouri City, Texas
AIRPLANE: Bonanza J-35, with tip tanks. 250 h.p.

This is the first TAR for Mary who has 1000 flying hours with a commercial license and single and multi-engine ratings. She and her husband, George, who is also a pilot, boast three married sons and six grandsons. She is a member of NAA.

Rhea is flying her second TAR. She has 2,000 hours, a commercial license, with instrument, single and multi-engine ratings and is a Link instructor. She serves as secretary and pilot for her husband's company. She is a member of NAA.



#15

PILOT (R): BARBARA R. WILLIS, Los Angeles, California
CO-PILOT (L): DEE KLUPPEL, Santa Monica, California
AIRPLANE: Piper Comanche PA-24. 180 h.p.

This is the third TAR for Barbara. She has 850 hours with a commercial license and instructor rating. She and her husband, James, are owners of Aircraft Comm. Inc. They have two sons.

Dee is flying her second TAR. She has a private license with 225 hours. She is a psychologist at the University of California in Los Angeles.



#16

PILOT (R): ILIA MAE CAROSELL, Palm Springs, California
CO-PILOT (L): DOROTHY V. COLEMAN, Riverside, California
AIRPLANE: Bonanza M-35. 250 h.p.
SPONSOR: George Barrie—Caryl Richard Co.
Terrie Aviation Corp.

Ilia Mae is also racing for the first time in the TAR. She has a commercial license with 287 hours. She won second place in a proficiency contest—one woman against thirteen men. She is in the beauty salon business. Her husband, Nick, is a student pilot. She is a member of NAA.

This is the first race for Dorothy who has a commercial license and flight instructor's rating with 1000 hours. She is co-owner of the Self Road Runnea Flight Service and serves as pilot and bookkeeper. She and her husband, George, who is a sales manager-pilot, have two sons. She is a member of NAA.

#17

PILOT (L): DORIS LANGHER, Denver, Colorado
CO-PILOT (R): FRANCES WARNER, Denver, Colorado
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSORS: Leslie F. Muter Co., Chicago, Illinois
Ted Leitzell, Zenith Radio Corp., Evanston, Illinois

This is the sixth TAR for Doris. She has 10,000 hours, SMEL, an 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.

Frances is flying her third TAR. She has 2000 hours, a commercial license and instrument rating. She has two daughters.



#18

PILOT (R): DEE THURMOND, Santa Clara, California
CO-PILOT (L): BETTY HICKS, Santa Clara, California
AIRPLANE: Beech Debonair. 225 h.p.
SPONSOR: 400 Friends

Wilson Sporting Goods Co., River Grove, Ill.; Hardy's Aircraft, Watsonville, Calif.; Wes Carroll Travel Service, Long Beach, Calif.; Don L. Myers Co., Palo Alto, Calif.; Norman Oliver, El Rancho Verde Country Club, Rialto, Calif.; Peggy Lester's Stonewood Restaurant, Downey, Calif.; Golf Digest Magazine, South Norwalk, Conn.; Mrs. Howard Hicks, Long Beach, Calif.; Fran Bera, Long Beach, Calif.; Burke Rubber Company, San Jose, Calif.; and 55 friends.

Dee has flown five TAR's and has placed third in two of them and fifth in one. She has an ATR license with 17,000 hours. She operates the Dee Thurmond Flight Service as a flight instructor and FAA Examiner.

Betty Hicks, a famous golf professional since 1941, has a commercial license with 1,100 hours. She is a ground instructor at Dee Thurmond's Flight Service. She also serves as an advisor for the Wilson Sporting Goods Co.



#19

PILOT (R): MAURINE S. LEONARD, Goleta, California
CO-PILOT (L): MARGARET A. MEAD, Goleta, California
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSOR: Avis Rent-a-Car and Santa Barbara Aviation

This is the third TAR for Maurine. She has a commercial license, 1500 hours and is a flight and advanced ground instructor for Air Exec at the Santa Barbara Airport. She is a member of NAA.

This is Margaret's second TAR. She has a commercial rating with 400 hours. She also serves Air Exec as a flight and ground instructor.



#20

PILOT (L): GAY D. MAHER, Marlton, New Jersey
CO-PILOT (R): ELEANOR L. ECHOLS, Baltimore, Maryland
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSOR: Flying W Ranch, Medford, New Jersey

This is the first TAR for this team. Gay has an instructor rating with 2000 hours. She is employed as a flight instructor for her sponsor, The Flying W Ranch.

Eleanor has a private license with 175 hours. She works as a secretary. She and her husband, Charles, have three daughters and four grandchildren.





#21

PILOT (L): PEARL LASKA, Fairbanks, Alaska
CO-PILOT (R): MARGARET MIQUELON, Salix, Iowa
AIRPLANE: Cessna 150. 100 h.p.

This is the 6th TAR for Pearl who has 3100 hours with a commercial license and instrument rating. She is a bush pilot in Alaska and serves with the Search and Rescue Group. She is a teacher in remedial reading. She has one son.

Margaret has flown one TAR. She has a private license with 400 hours. She is also a glider pilot. At present she is a graduate student at the University of Illinois and has been a teacher for six years.



#22

PILOT: LOIS M. MILES, Reseda, California
AIRPLANE: Mooney Mark 21. 180 h.p.
SPONSOR: National Air Centers, Inc., Riverside, California

Lois is flying her third TAR. She has a commercial license with 900 hours and is a flight and ground instructor and dispatcher for Valley Pilots Service in Van Nuys, California. She is Chairman of the San Fernando Valley Chapter of the 99's. She has two children.



#23

PILOT (L): NANCY LYNAM, Alameda, California
CO-PILOT (R): ELLEN BATEMAN, Rockville, Maryland
AIRPLANE: Piper Comanche PA-24. 180 h.p.
SPONSORS: NASCAR (auto racers), Daytona, Florida
Valair Aviation, Cincinnati, Ohio
Pure Oil Co., Chicago, Illinois

This is the second TAR for Nancy. She has a commercial license with 525 hours. Her husband, Lt. Commander Donald Lynam, USN, is a test pilot serving as officer on the carrier Midway. They have three children. She is a member of NAA, AOPA and Hamilton AFB Flying Club.

This is the first TAR for Ellen who has a private license with 250 hours. She is employed as a sales manager for Linens of the Week in Arlington, Virginia. She has one son. She is a member of the NAA, AOPA and CAP.



#24

PILOT (R): EMMA MCGUIRE, Santa Monica, California
CO-PILOT (L): JAN VAWTER, Santa Monica, California
AIRPLANE: Cessna 172. 145 h.p.
SPONSORS: Fire-side Market, Santa Monica, California
McGuire's Cottage Market, Hermosa Beach, California

Emma has flown two TARS. She has a commercial license with 665 hours. She is employed as a bookkeeper. She and her husband, Ralph, have three children and eleven grandchildren.

This is the second TAR for Jan. She has a private license with 500 hours and flies for pleasure. She is a member of the Long Beach Chapter of the 99's.

#25

PILOT (shown): DOROTHY JULICH, Jackson Heights, New York

CO-PILOT: DR. VIRGINIA PIERCE, New York, New York

AIRPLANE: Piper Comanche PA-24. 180 h.p.

SPONSOR: Lady Pepperell

This is the fourth TAR for Dorothy. She has a commercial license with SMEL, instrument and instructor ratings. She has more than 5000 hours. She is currently working as a charter pilot. This year she placed first in the New England Air Race. She and her husband, Milton, have three children.

Dr. Virginia Pierce has a private license with 350 hours and is currently working on her commercial and instrument ratings. She is a member of the Flying Physicians.



#26

PILOT: LOUISE JANE HYDE, New York, New York

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

SPONSOR: Bruce B. Brewer Advertising Co., Kansas City, Missouri

This is the sixth TAR for Louise. She is flying solo this year as she did last year when she placed fifth in the race. She has 1700 hours and a commercial license. She was a WASP and is currently serving on the Board of Directors of AWTAR. Her husband, Gordon, is also a pilot.



#27

PILOT (L): PAT WILSON, Bedminster, New Jersey

CO-PILOT (R): SELMA CRONAN, Leonia, New Jersey

AIRPLANE: Beechcraft Musketeer. 160 h.p.

SPONSOR: Basking Ridge Aviation Corp. of New Jersey

This is the first TAR for Pat who has a commercial license with 400 hours. She has served as timer for the AWTAR. She was employed as an aero-engineer but lists herself as a "housewife". Her husband, Frederick, is a pilot.

Selma has flown two TARS. She has a private license with 1100 hours. She has served on the Board of Directors of AWTAR. She was co-pilot for the crew which won this year's New England Air Race. She and her husband, Walter, have twin boys, 17 years of age.



#28

PILOT (R): DOLORES J. ADAMSON, Newman, Illinois

CO-PILOT (L): VELMA G. HITE, Lebanon, Missouri

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

SPONSORS:

Federal-North Iowa Grain Co., Ocean to Ocean Oil Co., Hicksgas Supply Inc., Mr. John Goodson, Henson & Wegeng Insurance, Mr. Russell Young, Bishop Credit Service Co., Modern Machine Shop Inc., Robeson's Department Store, Newman Lumber Co., McCall's Variety Store, Mr. Bob Clapp, Reese Dague Repair Shop, Newman Feed & Seed Co., Pollock's Insurance Co., Mr. Ray Wax, Lowell Hoyt & Co.

This is the first TAR for Dolores. She has a commercial license with 480 hours. She is the Vice-Chairman of the Central Illinois Chapter of the 99's. She is employed as a secretary.

Velma has a private license with 70 hours. She works as an airport operator at the Lebanon Municipal Airport. She and her husband, Clarence, who is a pilot, have 3 sons.





#29

PILOT (L): POLLY DUNCAN, Memphis, Tennessee
CO-PILOT (R): BONNIE BELLE WHITELEATHER, Memphis, Tennessee
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSOR: Memphis Aero Corp., Memphis, Tennessee

This is the first TAR for Polly. She has a commercial license, flight instructor rating and 3593 hours. She is employed in personnel work. Her husband, Howard, is a former pilot.

Bonnie is also flying her first TAR. She has a private license with 200 hours. She is a radioisotopes technician for the Baptist Hospital in Memphis.



#30

PILOT: JANET FERGUSON, Middlesex, England
AIRPLANE: Morrisey 2150. 150 h.p.

Janet is flying solo in her second TAR. She has a commercial license, a flight instructor rating and 2250 hours. She has been a ferry pilot, instructor and aerial photographer in England. In 1955 she won the Amy Johnson Scholarship. She is a member of the British Women's Pilots Assoc., the Royal Aero Club, the Tiger Club and the 99's. She is currently in this country working as a "Kelly girl" in San Francisco.



#31

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

Gini is flying in her eleventh TAR. She has an ATR, flight and ground instructor ratings, FAA Examiner, SMEL, SES and 14,000 hours. She has placed three times in the International Race. She is employed as a pilot and flight instructor for Richardson Aviation. Her husband, Ralph, who is also a pilot, owns dusting and spraying business. They have one daughter.

Marian is flying her eighth TAR. She has a commercial license with an instrument rating and 900 hours. She placed third in the 1956 race and 4th as co-pilot in 1957. She is a member of the AWTAR board. She and her husband, Ray, have two sons and one granddaughter.



#32

PILOT (R): FLORENCE M. BORING, Lincoln, Nebraska
CO-PILOT (L): EDNA L. CUMMINGS, Grand Island, Nebraska
AIRPLANE: Piper PA-22. 150 h.p.
SPONSORS: Friends and Business acquaintances

This is the first TAR for Florence who has a commercial license with 293 hours. She took her private written exam in Japan, her flight check on the Island of Okinawa but had to get back to the U.S. to make a "long-enough-cross-country-flight". She is employed as a junior high science teacher. She has one son.

Edna is flying her first TAR. She has a private license with 180 hours. She is employed as a District Manager for Avon Products. Her husband, William, is a student pilot. They have one son.

#33

PILOT: MARGARET CRANE, Fenton, Michigan
AIRPLANE: Piper Cherokee PA-28. 180 h.p.

Margaret is flying her second TAR as pilot but was co-pilot in four other years. She has a commercial license with a flight instructor rating and 2000 hours. She is a former flight instructor.



#34

PILOT (L): MARIAN BURKE, San Antonio, Texas
CO-PILOT (R): MARY WAGNER, Crystal City, Texas
AIRPLANE: Cessna 180. 225 h.p.
SPONSOR: Warren Wagner, Inc., Crystal City, Texas

This will be the tenth TAR for Marian. She has placed fourth twice and fifth twice. She has a commercial license, instrument, ATR, instrument and ground instructor ratings and 7500 hours. She is also a qualified tower operator. She is self-employed as operator of a flight school for both primary and advanced ratings. She has one son. She is also a member of the NAA, AOPA and CAP.

This is the first TAR for Mary. She has a commercial license, SMEL and 3000 hours. She is a former WASP. She serves as co-pilot with her husband, Warren. They have two children and three grandchildren.



#35

PILOT: IRENE LEVERTON, Santa Clara, California
AIRPLANE: Mooney Mark 20-C. 180 h.p.
SPONSOR: Many Friends

Irene is flying the TAR solo this year. She has an ATR, commercial, instructor and instrument ratings . . . SMEL. She has about 11,500 hours. She has placed third in a TAR. She has been a ferry pilot, charter pilot and flight instructor. She has owned and operated her own flight school and charter service.



#36

PILOT (L): BERNICE T. STEADMAN, Flint, Michigan
CO-PILOT (R): MARY E. CLARK, Jackson, Michigan
AIRPLANE: Piper Comanche PA-24. 180 h.p.
SPONSOR: Trimble Aviation, Flint, Michigan

This is the seventh TAR for Bernice and she has placed third in a previous one. This year she placed first in the IAR. She has an ATR, SMEL with 9000 hours. She is owner-operator of Trimble Aviation. Her husband, Robert, who is an attorney, is a pilot.

Mary is flying her fifth TAR. She has a private license with 700 hours. She is a member of the Michigan Chapter of the 99's.





#37

PILOT (L): JUNE R. DOUGLAS, West Palm Beach, Florida
CO-PILOT (R): JORIE BUTLER KENDALL, Palm Beach, Florida
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSOR: Butler Aviation Corp.

June has flown five TARS. As co-pilot, her crew was first in 1960 and second in 1961. She has a commercial license, 3,600 hours, SMEL, SMES, flight and ground instructor ratings, an instrument rating and she is an FAA Flight Examiner. June is also a glider and rotocraft pilot and has recently tried sport parachuting. She is part owner and chief pilot for the Butler Flying School in West Palm Beach. She is a member of the Whirly Girls.

Jorie is flying her first TAR. She has a private license with 175 hours. She is a division co-ordinator of the Butler Aviation Corp. She has one child.



#38

PILOT (L): JEAN M. BONAR, Mansfield, Ohio
CO-PILOT (R): PATRICIA ROGERS, Bellville, Ohio
AIRPLANE: Cessna 182. 230 h.p.

This is the first TAR for Jean who has a private license with an instrument rating and 1,000 hours of flying time. She was given her instrument training by her husband, Dr. L. D. Bonar. She is a medical assistant and secretary to her husband and is the Medical Librarian at the Mansfield General Hospital.

Pat is also flying her first TAR. She has a private license with 100 hours. She is employed in real estate work. She has one child, and is a member of NPA.



#39

PILOT (R): BARBARA E. JENISON, Paris, Illinois
CO-PILOT (L): JEAN F. HIXSON, Hoopston, Illinois
AIRPLANE: Cessna 182. 230 h.p.
SPONSORS: Republican Women of Illinois
Walston Aviation Sales, Inc., E. Alton, Illinois

Barbara has flown in seven TARS and placed third in 1962. She has a private license with an instrument rating and 1400 hours. Her husband, Edward, is a newspaper publisher. They have three grandsons. Barbara is a member of NAA and AOPA.

Jean has flown in five TARS. She has a commercial license, SMEL, instrument and flight instructor ratings and 4500 hours. She is a teacher in the Akron, Ohio school system.



#40

PILOT (R): ALICE J. MEISENHEIMER, Cherry Hill, New Jersey
CO-PILOT (L): MERLE CHALOW, Newfield, New Jersey
AIRPLANE: Piper Comanche PA-24. 180 h.p.
SPONSOR: Horizon Aero Service, Bridgeport, New Jersey

This is the first race for Alice as pilot in command. She has a commercial license with 265 hours. She is a free lance artist. Her husband, Ray, is a pilot.

Merle is flying her first TAR. She has a private license with 200 hours. She soloed at 16, received her private license on her 17th birthday. She flies "errands" for her father who is owner-operator of Rudy's Airport. She is a student at Bucknell.

#41

PILOT (L): VIRGINIA BRITT, Ft. Lauderdale, Florida
CO-PILOT (R): LEE WINFIELD, Miami Springs, Florida
AIRPLANE: Piper Cherokee PA-28. 180 h.p.
SPONSORS: Red's Aircraft Services, Ft. Lauderdale, Florida
D. E. Britt Assoc., Inc., Ft. Lauderdale, Florida
NO-VAC Self Cleaning Pools, Ft. Lauderdale, Florida

Virginia is flying her second TAR. She has a commercial license, instrument rating and 475 hours. She placed fourth in the IAR in 1960. Her husband, D. E., an engineer, is a pilot. They have one son.

This is the first TAR for Lee who has a private license with 260 hours. She has an aircraft dispatchers license and is executive secretary to Southeast Airlines. She received the 1962 Florida Air Pilots Assoc. Award for her contributions to general aviation. She and her husband, Herb, have four children.



#42

PILOT (L): YVETTE J. HORTMAN, Titusville, New Jersey
CO-PILOT (R): BETTY N. DEDMON, Levittown, Pennsylvania
AIRPLANE: Piper PA-22. 108 h.p.
SPONSOR: Hortman Aviation Inc., Norrisville Airport, Pennsylvania

This is the first TAR for Yvette. She has a commercial license with 200 hours. She is a former TWA hostess. Her husband, Norman, is a TWA captain. They have two sons.

Betty is flying her first TAR. She has a private license with 92 hours. She is a part-time secretary at the Norrisville Airport. Her husband, Dwight, is also a pilot working for TWA. They have three sons.



#43

PILOT (shown): ELAINE LOENING, San Francisco, California
CO-PILOT: LINDA WARNER, San Francisco, California
AIRPLANE: Piper Comanche PA-24. 250 h.p.

This will be the fourth TAR for Elaine. She has a commercial license with 388 hours, SEL, SES. She has two children. She is a member of NAA.

Linda is flying her first TAR. She has a private license with 55 hours. She has two children.



#44

PILOT: BETTY MILLER, Los Angeles, California
AIRPLANE: Meyers B 260 h.p.

This is the seventh TAR for Betty who placed second in 1962. She has an instrument rating and is a flight and instrument instructor with 6500 hours. Betty has just completed her now famous flight from California to Brisbane, Australia in an Apache H, flying time 51 hours and 38 minutes. She is the first woman to make a solo flight across the Pacific, east to west—the reverse of a flight made by Amelia Earhart. Her husband, Chuck, taught Betty to fly. He is owner and chief pilot of Santa Monica Flyers, flight training specialists. Betty has been co-owner for 10 years and is assistant manager and instructor.





#45

PILOT: JEAN P. REYNOLDS, Garden City, Michigan

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

SPONSOR: Aviation-minded businessmen of Detroit

This is the fourth TAR for Jean. She has a commercial license and is a flight instructor with 2175 hours. She has served on the SMALL Race Board. Her husband, Edward, is also a pilot. They have two children.



#46

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

CO-PILOT (R): WINNIE DE PEROW, Grosse Pointe, Michigan

AIRPLANE: Cessna 172 Skyhawk. 145 h.p.

SPONSOR: Superior Pontiac Cadillac,
Div. of Packer Corp., Flint, Michigan

This is the sixth TAR for Sammy. She has a commercial license with 550 hours. She has flown in all seven Michigan SMALL races with three third places and one second place. She and her husband, George, have one son.

Winnie is flying her first TAR. She has a private license and flies for fun. She has two sons.



#47

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

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

AIRPLANE: Cessna 182. 250 h.p.

SPONSORS: Mr. Walter A. Von Der Ahe, Van Nuys Skyways
Miss Pat of California

This is the first TAR for Florence. She has a commercial license with 550 hours. She is a housewife and flies for fun. She and her husband, Robert, have two children. She is a member of AOPA, Fargawee Flyers and Skyway Flyers.

Mary is also flying her first TAR. She has a private license with 100 hours. She has one child. She is a member of NPA, Fargawee Flyers and Skyway Flyers.



Thanks to the Flying Tiger Line

... and their fleet of huge Swingtail airfreighters, the luggage of the participants in the Powder Puff Derby is sent swiftly and safely to destination. The Tigers have been hauling our luggage for several years and we are very grateful for their assistance.

The Flying Tiger Line was founded in 1945 by a group of men who flew with General Chennault's famous Flying Tigers in China. Today they are the world's largest all-cargo airline serving a domestic route which spans the country and they also specialize in low-cost group charter service to all parts of the world.

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

Awards

FIRST PLACE

AWTAR trophies for pilot and co-pilot.
Silver Tray (rotating). (Donated by Carolinas Chapter,
The Ninety-Nines, Inc.)
\$800.00 Cash.

J-AID manual (with 1 year revision service) to the
pilot.

CR-3 Jeppesen Computer to the co-pilot.
(J-AID and CR-3 presented by Jeppesen & Co., Den-
ver, Colorado.)

Zenith Royal (790 YK) Super-Navigator portable radio
—to pilot and co-pilot. (Presented by Ted Leitzell,
Zenith Radio, Chicago, Ill.)

Zep Aero ZA 203 Hostess Deluxe portable oxygen sys-
tem. (Presented by Zep Aero, El Segundo, Calif.)

Name inscribed on Perpetual Rotating Trophy on dis-
play in National Air Museum, Wash., D.C. (Donated
in 1950 by the San Diego Chapter of The Ninety-
Nines.)

Engraved Pilot Mug to pilot and co-pilot for recording
aviation achievements. (Presented by Aero Products
Research, Inc., Venice, Calif.)

SECOND PLACE

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

FC-6 Flight Case (includes 2 sets file dividers) to pilot.
CR-2 Jeppesen Computer to co-pilot.

(FC-6 and CR-2 presented by Jeppesen & Co.)
Engraved Pilot Mug to pilot and co-pilot for recording
aviation achievements. (Presented by Aero Products
Research, Inc.)

THIRD PLACE

AWTAR trophies for pilot and co-pilot.
\$500.00 cash.

CR-3 Jeppesen Computer to pilot.
CR-2 Jeppesen Computer to co-pilot.
(CR-3 and CR-2 presented by Jeppesen & Co.)

Engraved Pilot Mug to pilot and co-pilot for recording
aviation achievements. (Presented by Aero Products
Research, Inc.)

FOURTH PLACE

AWTAR trophies for pilot and co-pilot.
\$400.00 cash.
CSG-1A Jeppesen Computer to pilot. (Presented by
Jeppesen & Co.)

FIFTH PLACE

AWTAR trophies for pilot and co-pilot.
\$200.00 cash.
B-1 Jeppesen Computer to pilot. (Presented by Jeppe-
sen & Co.)

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

\$50.00 cash. (Donated by a friend of The Ninety-Nines
thru the Michigan Chapter.)

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

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

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

\$50.00 each.
Bonanza—Atlantic Aviation, Wilmington, Del.
Cessna 180/182—Norman Smith Trucking, Los An-
geles, Calif.
Comanche—Speeds Flying Service, Flushing, N.Y.
Cherokee—AWTAR, Inc.
Cessna 172/175—AWTAR, 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.)

LEG PRIZES

Leg #	From	To	Award	Thanks to
1	Bakersfield	Las Vegas	\$100.00	Crockett's Alamo Airways, Las Vegas
2	Bakersfield	Page	25.00	Page Chamber of Commerce
3	Las Vegas	Farmington	50.00	Margaret Moore Insurance Agency, Las Vegas
4	Page	La Junta	100.00	City of La Junta
5	Farmington	Great Bend	75.00	Thomas Air Service, Inc., Farmington
			45.00	Thomas Air Service, Inc., Farmington
6	La Junta	Kansas City, Kan.	{ 100.00 and "Pilot Pal" Radio 80.00	La Junta Chamber of Commerce
			50.00	Van Dusen Aircraft, Kansas City, Kan.
				Marguerite & Eddie Fisher Flying Serv., Kansas City, Kan.
				Wilson Flight Training Center, Kansas City, Kan.
				Baker's Flying Service, Kansas City, Mo.
				Craig's Aero Service, Kansas City, Kan.
				Airway Flight Service, Kansas City, Mo.
7	Great Bend	Springfield	DuPont-Sangamo Avigator	Capitol Aviation Inc. (Ross Bennett) Springfield
				Greater Kansas City Chapter of Ninety-Nines
8	Kansas City	Dayton	100.00	Simpson Investment Co., Shawnee Mission, Kan.
			50.00	Kansas City Flying Serv., Kansas City, Mo.
				Mid/Continent Airmotive Corp., Kansas City, Kan.
				Victory Sporting Goods, Kansas City, Kan.
				Wilson-Wylie Co., Inc., Kansas City, Kan.
				Executive Aircraft Co., Kansas City, Mo.
9	Springfield	Cumberland	Omni Knee Board 75.00	Drake-Scruggs Equipment, Inc., Springfield
				L. Philip Trutter AIA & Assoc., Springfield
				Crawford, Murphy & Tilly, Springfield
10	Dayton	Atlantic City	Grimes Rotating Beacon	The Grimes Co., Urbana, Ohio
11	Cumberland	Atlantic City	100.00	Cumberland, Md. Chamber of Commerce
12	Springfield	Atlantic City	75.00	Same as Leg #9
13	Great Bend	Kansas City	75.00	Kansas Aviation Enthusiasts, Kansas City, Kan.
			50.00	Trans World Airlines, Kansas City, Kan.
				Topeka Aircraft Sales & Serv., Inc., Topeka, Kan.

Handicap "Par Speeds"

Note: To be eligible to race the airplane must have been manufactured on or after January 1, 1953.
See Rules and Regulations, Section E, Paragraph 1.

AIRPLANE MAKE & MODEL	FUEL CAPACITY (gals.)	HP	PAR (knots)	AIRPLANE MAKE & MODEL	FUEL CAPACITY (gals.)	HP	PAR (knots)
BEECHCRAFT				MEYERS			
Bonanza H35	60	240	157	200A	80	260	159
Bonanza J35	60	250	158	MOONEY			
Bonanza K and M35	70	250	158	Mark 20	49	150	132
Bonanza N, P and Q35	80	260	159	Mark 20A, 20B, 20C or	49	180	141
Debonair 33	50	225	151	Mark 21 (to and including			
Travel Air 95	84	360	163	1963)			
Musketeer 23	60	160	112	NAVION			
CESSNA				Rangemaster	108	260	143
150	26	100	99	PIPER			
170	42	145	105	Super Cub PA-18	36	125	94
172 (prior to 1961)	42	145	104	Super Cub PA-18	36	135	97
172 (1961 to 1963, 1961	42	145	107	Super Cub PA-18	36	150	102
with IC 172 EM prop.)				Tri-Pacer PA-22	36	135	101
175	52	175	116	Tri-Pacer PA-22	36	150	105
180	60	225	133	Tri-Pacer PA-22	36	160	107
180 (prior to 1960)	65	230	134	Colt	36	108	95
180 (1961 to 1963)	65	230	135	Cherokee PA-28	50	150	108
182 (prior to 1959)	65	230	129	Cherokee PA-28	50	160	110
182 (1959)	65	230	130	Cherokee PA-28	50	180	117
182 (1960 to 1963)	65	230	131	Comanche PA-24	60	180	133
210	65	260	154	Comanche PA-24	60	250	149
195	81	275	135	Comanche 250	90	250	154
DOWNER				(with tip tanks)	120	250	157
Bellanca Cruisemaster	54	230	140	Apache PA-23	108	300	136
14-19-2				Apache PA-23	108	320	139
Bellanca "260" 14-19-3	60	260	148	SHINN			
				2150	35	150	109

SPEED FAIRINGS:

Handicaps for fixed gear airplanes listed above 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:

All airplanes listed having fuel capacity other than as shown, add handicap 1 knot per 10 gallons or fraction thereof. Twin engine airplanes add 1 knot per 20 gallons or fraction thereof. All internal auxiliary tanks must comply with supplemental type certificate data sheets. (Method of computing handicaps has not changed; this merely simplifies listing.)

These handicaps apply only to the specific airplanes, engine models, propeller and fuel combinations stated above.

NOTE: The Beechcraft Bonanza D35, E35, F35, and G35 with Continental E-185-11 or E-225-8 or Lycoming GO-

435-DI engines and the Champion 7 "Sky Trac" with Lycoming O-290-D2B are no longer eligible to compete in the AWTAR.

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

Betimes for the peace of my heart I have turned my wings to the high country where nature has contrived her own cathedral and in some pew of meadow or mountain lake have sat to refresh my soul. Here, each morning is a doxology and each evening a benediction. I have only to look about me to know that God is in His heaven and that all is well with the world. This is a dividend without listing in the market place but among the high profits of flight.

Reprinted from the April, 1963 issue of *FLYING Magazine*, a Ziff-Davis Publication.

GILL ROBB WILSON

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