

16th Annual

ALL WOMAN TRANSCONTINENTAL



AIR RACE

July 7-11, 1962

The Ninety-Nines, Inc.



Amelia Earhart
President 1929



Louise Smith
President 1962

An International Organization of Licensed Women Pilots, organized to provide a close relationship among women pilots and unite them in any movement that may be for their benefit or for that of aviation in general. The Ninety-Nines, with 99 charter members in 1929, has steadily increased through the years, until today it is international in scope, with 1629 members in 18 countries.



ACTIVITIES

Amelia Earhart Scholarship: Yearly award to a member for further training in aviation.

Air Education: Instructors, consultants, teachers and lecturers.

Air Marking: National program, for marking cities and airports for identification.

Air Events: Endorsement of the AWTAR (Powder Puff Derby), sponsorship of fly-ins, Penny-a-Pound flights, efficiency races and air shows.

Wing Scout Troops: Sponsorship and Guidance.

16th
ANNUAL

POWDER PUFF DERBY

All-Woman
Transcontinental
Air Race, Inc.

July 7 -11, 1962



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Program editor: Selma Cronan

Cover design: Marion Lopez

The All-Woman Transcontinental Air Race, Inc.

Teterboro Airport

Teterboro, N.J.

The Powder Puff Derby Grows Up

As the Powder Puff Derby approaches its 16th birthday, the Board reflects on its attainments. 681 stock model airplanes and 1,335 contestants have participated since 1947 with over 3,265,000 miles covered during the races alone.

When entries reached 101, it subsequently proved that the world's largest air race had operationally overshot. Painstaking evaluation produced one logical criterion for limiting entries—an upgrading of pilot requirements. While the AWTAR has long been regarded as a training medium, participants have forced higher standards. In 1959, 50 commercial pilots and co-pilots participated and in 1961 this rose to 76. A commercial license is only the prerequisite for a "professional", but does reflect a "serious" pilot. The Ninety-Nines is among those organizations seeking voluntary upgrading in view of faster aircraft and more complex radio and traffic procedures.

Since contestants diligently groom their ships, check performance figures, and pre-fly all or part of the course, the challenge no longer remains primary training, but a whetting of the keen edge of competition. An accomplished pilot wrote, "The race improves my skill and makes me a better disciplined pilot."

Even the search to maintain a high safety record continues. Some years back, aircraft in a careless state were entered—AD's not complied with, papers out of order, insurance invalid. This brought about the present rigid standards which provide a greater measure of safety for all.

Ships from 85 to 400 hp are welcome. Weather, winds, and terrain tax the skill of light plane pilots and errors are magnified in faster planes due to their handicaps.

A "par speed" is established for each airplane based on the average performance of several planes of a make and model in typical race configuration. Performance at 5000', at maximum continuous power with fuel load at 75% capacity, no baggage, pilot and timer on board, is chosen as the representative condition. Indicated air speed is corrected for instrument error, standard day pressure altitude and temperature. Instrument error is corrected by flying measured courses at sea level at various power settings. These runs are correlated with manufacturers' performance figures into an aerodynamic analysis including the range factor.

The plane achieving the highest ground speed in relation to its handicap is the winner. This score is calculated by subtracting the par speed from the average ground speed. A winner cannot be determined until all planes have crossed the finish line. Those who swarm to the enroute airports to see the sleek aircraft and watch the girls clock in, will for the first time learn from late broadcasts the current unofficial scores of their favorite entries.

Telephone and Tele-processing devices will link all enroute airports to Greater Wilmington Airport where an IBM 1620 computer will determine the scores. Final official affirmation by the National Aeronautic Association timers will closely follow the termination of the race.

Fay A. Brick



N. E. Halaby

We in the Federal Aviation Agency take real pleasure in greeting the women who will fly the annual Transcontinental Air Race. Rare as air races, air shows, or any form of contest between pilots and planes are these days, your event stands out to all of us who love flying and airplanes and who appreciate piloting skill.

Because I love to fly and like to see others enjoy it, I am very much in favor of the AWTAR. But, there are more important aspects to your race. FAA men in the field tell us of airport improvements and increased interest in general aviation at two stops on this year's route. Some city commissioners have learned to fly because of the local excitement of your scheduled stop in their city and more airplanes have been sold in those cities. These are welcome, concrete results of your race in terms of livelier public interest in flying.

We hope this high interest will benefit airports in these communities, too. There, and across the nation, we must generate an appreciation in the local community of the real benefits of a modern airport. Your activities and the work of others like you will be a big help in our efforts to preserve present airfields and build new ones.

Every year, this cross-country contest among women pilots adds its persuasive effect to acceptance of airplane ownership and use by more and more people. Without knowing it, I'm sure you flying females convince many a hesitant wife that she should join her husband in the purchase and use of a family airplane. That's a valuable contribu-

tion. We in the aviation community are grateful to you for it. And, with you, we appreciate the support of the sponsors who back you and thus help aviation.

Your concern for safety is most commendable. You are to be applauded for the careful management and sensible rules of your previous races, but your new rule this year that pilots must hold commercial certificates, or private certificates with instrument and/or instructor ratings, is a real safety advance. I know your race won't suffer from these stiffer rules—in fact, it may be a helpful rein on your runaway entrant list, which has grown from two planes in 1947 to 101 last year when the race ended at Atlantic City.

Last year at your banquet, I felt that a transcontinental race is a bit too much for beginner pilots. I'm glad you're raising your sights. You are wise to let your beginner pilots, with private tickets, serve as co-pilots and build time and experience. All of us feel better knowing more experienced pilots are at the controls over such flight legs as Oakland to Fallon, Nevada to Salt Lake City.

It would be nice to be with you again after this year's race. Since I can't, I'll wish you now a lively race, exciting competition, safe flying and happy landings.

N. E. HALABY
Administrator
Federal Aviation Agency

RESUME OF PAST RACES

YEAR	START AND TERMINUS	TOTAL MILES	PLANES ENTERED	WINNERS PILOT & CO-PILOT	AIRCRAFT	AVERAGE GROUND SPEED (MPH)
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

Awards

FIRST PLACE

1. AWTAR trophies for pilot and co-pilot.
2. Silver tray (rotating.) (Donated by Carolinas Chapter, The Ninety-Nines Inc.)
3. \$800.00 cash.
4. J-AID manual (with 1 year revision service). (Presented by Jeppesen & Co., Denver, Colo.)
5. Name inscribed on Perpetual Rotating Trophy on display in Nat. Air Museum, Wash., D.C. (Donated in 1950 by the San Diego Chapter of the Ninety-Nines.)
6. Gold Medal from Aero Club D'Italia.
7. Zep Aero Z300, portable oxygen system.
8. Entry fee as contestant in the 1962 Michigan SMALL Race, plus meals and lodging while in race, Oct. 5th and 6th. (Donated by SMALL Race Bd. of Direc.)

SECOND PLACE

1. AWTAR trophies for pilot and co-pilot.
2. \$600.00 cash.
3. Flight case—FC-6. (Presented by Jeppesen & Co.)

THIRD PLACE

1. AWTAR trophies for pilot and co-pilot.
2. \$500.00 cash.
3. CSG-1A computer. (Presented by Jeppesen & Co.)

FOURTH PLACE

1. AWTAR trophies for pilot and co-pilot.
2. \$400.00 cash.
3. CR-3 computer, CK-1 for co-pilot. (Presented by Jeppesen & Co.)

FIFTH PLACE

1. AWTAR trophies for pilot and co-pilot.
2. \$200.00 cash.
3. CSG-1P computer. (Presented by Jeppesen & Co.)

HIGHEST SCORE BY A CREW FLYING THE AWTAR FOR THE FIRST TIME.

1. \$50.00 cash. (Donated by a friend of the 99s thru the Michigan Chapter.)
2. Trophy. (Presented by the Womens International Association of Aeronautics.)

HIGHEST SCORE BY A CREW WHOSE COMBINED TOTAL TIME IS 500 HOURS OR LESS.

1. \$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.

1. \$50.00 cash for each class. (Donated by W.T. Grant Co.)

FOR THE HIGHEST SCORE MADE BY A CONTESTANT WHO IS A CITIZEN OF A COUNTRY OTHER THAN THE UNITED STATES.

1. Silver cup. (Donated by Countess Lilly Coudenhove Kalergi of Geneva, Switzerland.)

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 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 Champion Spark Plug Co., Toledo, Ohio.)

LEG PRIZES

Leg #	From	To	Award	Thanks to
1	Oakland	Fallon	\$100.00	Midwest Livestock Commission
			75.00	Nevada Cattle Feeding Co.
			50.00	Churchill County Chamber of Commerce
2	Fallon	Elko	100.00	Commercial Hotel of Elko
			50.00	Stockmen's Hotel of Elko
3	Elko	Salt Lake City	25.00	Speed's Flying Service, Flushing, N. Y.
4	Oakland	Salt Lake City	100.00	Salt Lake City Chamber of Commerce
			50.00	Norman Smith Trucking Co.
5	Salt Lake City	Rock Springs	100.00	City of Rock Springs
			75.00	Rock Springs Chamber of Commerce
			25.00	Rock Springs Chamber of Commerce
6	Rock Springs	Scottsbluff	100.00	Scottsbluff Chamber of Commerce
7	Scottsbluff	Grand Island	100.00	Nebraska Aeronautics Commission
			75.00	Nebraska Aeronautics Commission
			50.00	Nebraska Aeronautics Commission
			25.00	Nebraska Aeronautics Commission
8	Grand Island	Des Moines	75.00	Des Moines Chamber of Commerce
9	Des Moines	Peoria	100.00	Peoria Association of Commerce
10	Peoria	Dayton	Plaid Stamps, value—\$100.00	MacDonald Stamp Co.
			Grimes Beacon	
11	Dayton	Pittsburgh	100.00	The Grimes Co.
			50.00	Gimbel Bros., Pittsburgh
			50.00	Calibro Esso Serv., Pittsburgh
			25.00	Beckett Aviation Corp., Pittsburgh
12	Pittsburgh	Wilmington	100.00	The Q.B.s., Pittsburgh area
13	Salt Lake City	Scottsbluff	100.00	Gimbel Bros., Pittsburgh
14	Peoria	Pittsburgh	Plaid Stamps, value—\$100.00	Scottsbluff Chamber of Commerce
				MacDonald Stamp Co.

The Timers

CHIEF TIMER
Instructor: airplane,
instrument, helicopter.
Worked on inspec.
& timing.



Flew in AWTAR 1960.
Private license.
Ninety-Niner 2 years.



Mary Sawyer
Tennessee

Flew in AWTAR twice.
Served as a WASP.
SMEL & instrument.



Ruth Gamber
San Diego

Flew in AWTAR 1961.
Worked on inspections.



Rae Tober
New England

Rhoda Thompson
Bakersfield

Irma Story
San Fernando Valley

Winnie Caughey
All-Ohio

Joan Hrubec
All-Ohio



Timer in 1961.
Private ASEL.
Sec. of All-Ohio Chap.



Private ASEL
Chairman of
Bakersfield Chapter.



CHIEF TIMER—START.
Timer since 1952.
Com. Flight instruc.
Flew in AWTAR twice.



Timer in 1961.
Three AWTARS.
SEL with 800+ hours.

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 compute the elapsed time of each contestant and do the final scoring. They see that FAI regulations are adhered to and are represented on the protest board in the event a protest is filed.

The "Ham" Radio



CAROLYN CURRENS, W3GTC—Net chairman

For the eleventh consecutive year, an amateur radio net will assist with communications during the AWTAR. 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.

Mrs. Carolyn Currens, W3GTC, is chairman of the net for the fifth year. She is usually assisted by her husband, Harold, W3EQZ, and has run the transmitter for the Associated Radio Clubs for the Delaware Valley Area, for United Nations Week, and has helped time boat races and the Soap Box Derby.

Assisting in the net are:

Oakland	Gertrude Cassady San Anselmo, Calif.	W6FEA	Grand Island	R. E. Wiles Gr. Island, Neb.	WØDLL
Fallon	Capt. C. G. Walker Fallon Amateur Radio So.	W6WU6	Des Moines	Rev. Winthrop Mager Des Moines, Iowa	WØMHJ
Elko	Milo Taber Elko, Nevada	W7QYK	Peoria	L. Ferrel Lytle Peoria, Ill.	W9DHE
Salt Lake City	W. J. C. Fahey Salt Lake City, Utah	K7FCN	Dayton	Clem E. Wolford W. Carrollton, Ohio	W8ENH
Rock Springs	Rochester Stephenson Rock Springs, Wyo.	K7ELH	Pittsburgh	John M. Staude Pittsburgh, Penna.	W3LFQ
Scottsbluff	Howard H. Poppert Scottsbluff, Neb.	WØVQR	Wilmington	Edgar B. Baylis Wilmington, Del.	K3EMT

The Start

BAY CITIES CHAPTER—NINETY-NINES



Metropolitan Oakland International Airport
Mr. Don Martin, Airport Manager

BAY CITIES CHAPTER WISHES TO THANK

The City of Oakland
The County of Alameda
The Port of Oakland Authority
Oakland Jaycees, our Co-Sponsors
Mr. J. Adrian Palmquist, Oakland
Mr. J. J. Maggi, Security Parachute, San Leandro
R-Admiral Frank Akers, Cmdr., Fleet Air, Alameda
Capt. George C. Duncan, CVA-61, U.S.S. Ranger
Cmdr. John L. Burge, S.I.O., Fleet Air, N.A.S.
Cmdr. R. G. O'Maley, Exec. Officer, NARTU, N.A.S.
Pacific Airmotive Corp., Oakland
A.C. Div. of General Motors Corp., Oakland
Oakland Air Traffic Control Center, FAA, Fremont
Shell Oil Company, San Francisco
Maj. W. Fields, E. Bay Sqdrn. 18, Calif. Grp. 8, C.A.P.
Mr. Don Martin, Mgr., Met. Oakland Int'l. Airport
Ford Motor Company
General Trailer Sales, San Leandro
Don L. Myers Aircraft Supply Co., Palo Alto
Champion Spark Plug Company
Edgewater Inn, Oakland—Beer
Mr. E. F. Reed, EFCO, Encino, Calif.—VFR Flight
Minders
Mr. J. Wright, St. Louis, Mo.—Emergency Survival
Caddies
Maran Manufacturing Co., Batavia, Ill.—Aluminum
Wheel Chocks
Mode Air Card Co., East Troy, Wis.—Place Mats
Candy, Chocolate & Confectionery Inst.—Candy Kits
Derby Sportswear of San Francisco—Sweater
Mr. Leigh Aldrich, Menlo Florist, Menlo Park—
Flowers
Western Aire Chef, Millbrae—Box Lunches
Nut Tree, Vacaville
E. F. Felt and Company, Oakland
Dr. Paul Yinger, Piedmont Community Church.
The many volunteers: our sister 99's, 49½'s, local
aviation companies, and enthusiastic friends,
for time, money and labor.



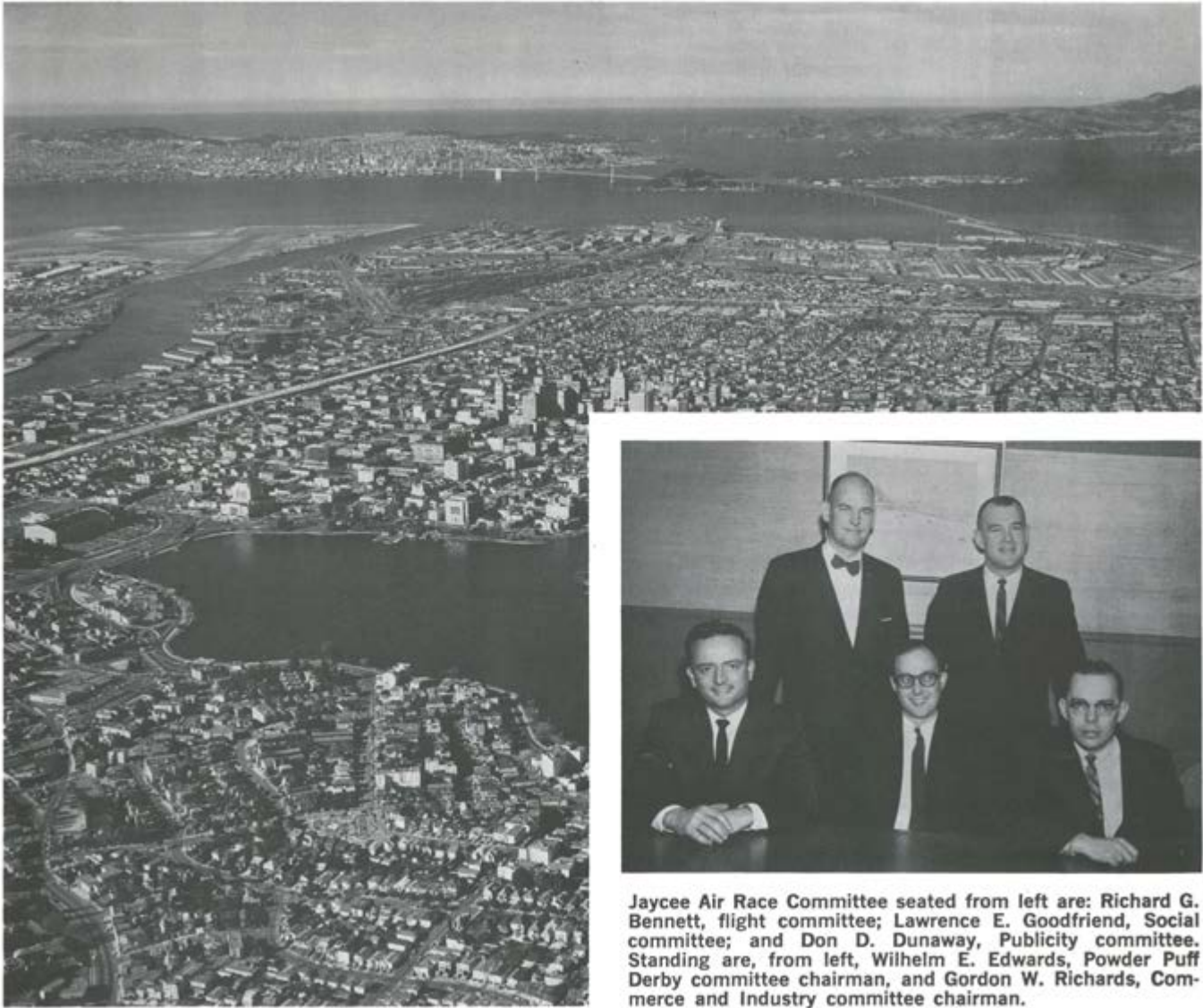
Seated—left to right: Ruth Rueckert, Chairman, Official Committee for the Start of the '62 AWTAR; Gail Lane, Deputy Chairman, and Chairman of the Bay Cities Chapter; Eleanor Wilson, Chairman, Operations and Entries; Dorothy Garliepp, Chairman, Impound; Standing—back row—left to right: Lindy Boyes, Chairman, Publicity; Miriam Brugh, Chairman, Transportation; Juanda Bigelow, Chairman, Inspection (Assistant to AWTAR Inspection Chairman); Deby Byram, Chairman, Social; Helen Kelton, Chairman, Accommodations.

- July 1: 2-8 P.M. Welcome Party, Host: Adrian Palmquist, Oakland
- July 2: 6-8 P.M. Welcome Party, Informal Buffet, Edgewater Inn, Hostess: Bay Cities Chapter, 99's
- July 3: 10 A.M. and 2 P.M. Tour of Security Parachute Factory
6 P.M. Ranch Party, Host: Oakland's J.C.'s
- July 4: Afternoon: Alameda Naval Air Station Tour
Evening: No host dinners: The Galleon, Alameda
8:30 P.M. Reception, Edgewater Inn, Hosts: Pacific Airmotive Corp. and A. C. Div. of General Motors Corp.
- July 5: All day, in groups of 35, Tour of Oakland Air Traffic Control Center, Fremont
6 P.M. Cocktails
7 P.M. Take-Off Banquet } Edgewater Inn
M. C.: Ruth N. Rueckert
- July 6: 11:30 A.M. Bay Cities Chapter 30th Anniversary Luncheon, Edgewater Inn. M. C.: Gail Lane
2:30 P.M. Pilot's Briefing
- July 7: 6:00 A.M. Take-Off Breakfast, Edgewater Inn
Invocation: Dr. Paul Yinger, Piedmont Community Church
9:00 A.M. Take-Off, Metropolitan Oakland International Airport
Honorary Starter: Honorable John C. Houlihan, Mayor of Oakland, California
Official Starter: Jack London, Jr., Long Beach, Calif.
M. C.: Lindy Boyes

Oakland Proudly Hosts

THE 1962 POWDER PUFF DERBY

OAKLAND



Jaycee Air Race Committee seated from left are: Richard G. Bennett, flight committee; Lawrence E. Goodfriend, Social committee; and Don D. Dunaway, Publicity committee. Standing are, from left, Wilhelm E. Edwards, Powder Puff Derby committee chairman, and Gordon W. Richards, Commerce and Industry committee chairman.

The City of Oakland, County of Alameda, Port of Oakland and the Oakland Junior Chamber of Commerce welcome the "99's" to the Metropolitan Oakland Area. We are pleased to co-sponsor the 1962 Powder Puff Derby and invite you to enjoy our community, utilize our expanding aviation facilities and FLY BACK SOON . . .

John C. Houlihan *Emanuel P. Razeto* *Peter M. Tripp* *George J. Vukasin*

JOHN C. HOULIHAN
Mayor
City of Oakland

EMANUEL P. RAZETO
Chairman, Alameda
County Board of
Supervisors

PETER M. TRIPP
President
Oakland Port
Commission

GEORGE J. VUKASIN
President, Oakland
Junior Chamber of
Commerce

The Route of the Race



A scenic and challenging 2,547 mile course has been chosen for the 1962 AWTAR. Ten enroute airports are designated for purposes of refueling, overnight stops and general servicing. Each is equipped with an official time clock so that time on the ground will not be computed in the score.

Many organizations work in cooperation at the stops to ensure a smooth-running operation. They are co-ordinated by a Ninety-Nine race chairman and include among others, a representative of the airport administration, the chamber of commerce and an FAA supervising inspector. "Ham" radio operators, stationed at the airports, make up a relay as a part of the communications system.



#1

FALLON MUNICIPAL AIRPORT, Fallon, Nevada is 2½ miles from the city at an elevation of 3962 feet. It has two runways, the longer of which is 5000 feet. In order to accommodate the race, a hill was removed on the airport and a new taxi strip installed.

Fallon is known as the Oasis of Nevada. It is the center of livestock marketing for all of the eleven western states. Its Midwest Livestock Commission Co. is the area's most completely automatic, mechanized modern auction yard, where 75,000 head of cattle are marketed yearly. Fallon is in Churchill County which has one of the largest and most efficient commercial lots for custom feeding. It is here that the Nevada Feeding Co. attends to 10,000 head a year.



#2

ELKO MUNICIPAL AIRPORT, Elko, Nev. Elko is located in the North-eastern section of the state and has a permanent population of approximately 6400. Promotional activities of its hotels and the annual fall deer hunt, recognized as one of the most outstanding in the west, have maintained Elko as a recreation center.

The airport elevation is 5075 ft. and has a paved runway 6402 ft. long and an auxiliary gravel runway 3300 ft. in length.

Ninety-Nine co-ordinator, Doris Eacret; airport contact, Ralph Scott; city manager, Henry Etchemendy; FAA supervising inspector, E. S. Gull.

#3

SALT LAKE MUNICIPAL AIRPORT is under the general supervision of the Commissioner of Parks and Public Property of Salt Lake City. Like many major air terminals throughout the country, it is engaged in an expansion program designed to handle the growth of private and commercial aviation.

When completed, The Salt Lake Airport will be, in effect, two airports in one. Air carrier operations will be located on one side of the field, general aviation and the military on the other. It is unlawful to operate an aircraft over Salt Lake City under 2000 feet above the ground. This does not apply to aircraft making a normal pattern in the process of landing or take-off.

Ninety-Nine co-ordinator, Lucile Christopherson; airport manager, Joe Bergin; for the Chamber of Commerce, Gus. T. Backman; FAA supervising inspector, A. Romaine.

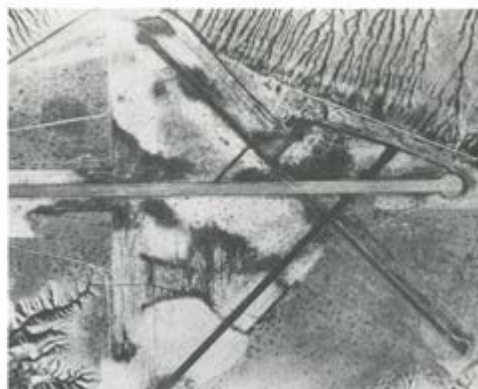


#4

ROCK SPRINGS MUNICIPAL AIRPORT is in Rock Springs, Wyoming, the Land of Sage and Sun. Here, the pioneer industry was that of coal, with the largest bituminous area west of the Mississippi underlying Rock Springs. It also serves as an outlet for one of the largest gas and oil producing areas in the nation and is becoming the trona capital of the world.

Livestock, both sheep and cattle, rank high in the industrial picture and farming is growing in importance. In addition, it serves as the Southwestern Wyoming gateway to Yellowstone and Grand Teton National Parks.

Ninety-Nine co-ordinators, Mary Kilbourne and Sally Wells; airport representative, George Weyer; for the Chamber of Commerce, Mrs. Grace Knox; FAA supervising inspector, H. L. Grandy.



#5

SCOTTSBLUFF MUNICIPAL AIRPORT is located just three miles outside of the city. It has a ground elevation of 3965 feet. Of its three runways, the longest is 8087 feet. In order to accommodate the AWTAR, a temporary FAA control tower is being placed on top of the administration building for the duration of the race.

The city of Scottsbluff takes its name from nearby Scotts Bluff, a national monument dedicated to the history of the overland trails. Early fur traders, Oregon settlers, Mormons and 49ers, all passed in the shadow of this bluff.



#6

GRAND ISLAND MUNICIPAL AIRPORT is located just two miles from the city limits. The history of Grand Island began in the year 1857, when a party of 23 men, 6 women and a child left eastern Iowa in five wagons drawn by oxen. One week later, on July 4th, the party reached its destination. The name was chosen because of its location near an island on the Platte River.

Services at the airport include three concrete lighted runways, an FAA station, instrument landing facilities, a weather service office, air carrier stop, sales and service of aircraft, flight instruction and charter service.

Ninety-Nine co-ordinator, Beverly Giles; airport manager, Lester Lilly; for the Chamber of Commerce, Richard H. Good; FAA supervising inspector, Melvin O. Wood.





#7

DES MOINES MUNICIPAL AIRPORT is just a few minutes from downtown Des Moines, the capital of Iowa. The city is often described as large enough to have metropolitan city advantages, and yet small enough for that neighborly spirit.

Proud of its cultural advantages, Des Moines has recently acquired one of the most beautiful art museums in the United States and continues to support a resident symphony orchestra.

The large airport with the most modern of terminal buildings and other facilities has been provided. It has services for air carrier, personal and business flying, and houses an air guard installation.

Ninety-Nine co-ordinator, Kitty Hach; airport manager, H. Finley Downes; for the Chamber of Commerce, John D. Adams; FAA supervising inspector, J. H. Ostiguy.



#8

GREATER PEORIA AIRPORT. Peoria, known as the "Heart of Illinois" is located close to the geographical center of population of the U. S. This is an area rich in history and natural wealth, the oldest settlement, some say, west of the Alleghenies.

The elevation at Peoria Airport is 659 ft. There are four runways, the longest of which is 8000 ft. and has complete facilities.

Ninety-Nine co-ordinator, Barbara Jenison; airport manager, Ronald M. White; for the Chamber of Commerce, Herbert N. Johnson; FAA supervising inspector, Dalton Irvin.



#9

JAMES M. COX DAYTON MUNICIPAL AIRPORT. Dayton, Ohio has earned the title, "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 ft. It contains three runways, the longest of which is 7000 ft. It is situated 10 miles from the city.

Ninety-Nine co-ordinators, Virginia Schumacher and Claire Thorpe; airport manager, Ronald M. White; for the Chamber of Commerce, Elwood E. Zimmer; FAA supervising inspector, C. L. Wilson.



#10

ALLEGHENY COUNTY AIRPORT, Pittsburgh, Pa. is five miles from the city at an elevation of 1250 feet. There are three runways, the longest 550 feet.

The city of Pittsburgh has enjoyed one of the most dramatic transformations in America. Long hampered by the problems of smoke and flood, both have been controlled and a modern, clean city is emerging. New office and industrial buildings have been completed, a slum renewal project is well advanced and a modern transportation system has been installed. Pittsburgh also boasts the first full-scale plant using atomic fuel to produce electricity and has gained world recognition for its commercial application of the atom.

HANDICAP "PAR SPEEDS"

Note: To be eligible to race the airplane must have been manufactured on or after January 1, 1952. See Rules and Regulations, Section E, Paragraph 1.

AIRPLANE MAKE & MODEL	FUEL CAPACITY (gals.)	HP	PAR (knots)
Aircoupe F-1 (Forney)	24	90	95
Aircoupe F-1A	24	95	97
Bellanca Cruisemaster 14-19	54	190	133
Northern Bellanca Cruisemaster 14-19-2	54	230	141
Northern Bellanca Cruisemaster 14-19-2	72	230	142
Northern Bellanca Cruisemaster 14-19-2	79	230	143
Bellanca (Downer) Model "260" 14-19-3	60	260	148
Beech Bonanza C35, D35	60	205	141
Beech Bonanza C35, D35, E35	60	225	144
Beech Bonanza C35, D35, E35 (with tip tanks)	64		add 1 knot
Beech Bonanza F35, G35	60	225	144
Beech Bonanza F35, G35 (with tip tanks)	84		add 2 knots
Beech Bonanza H35	60	240	158
Beech Bonanza J35	60	250	158
Beech Bonanza K35, M35	70	250	158
Beech Bonanza N35, P35	80	260	159
Beech Debonaire 33 (to 1962)	50	225	151
Beech Debonaire 33 (to 1962)	70	225	152
Beech Travel Air 95	84	360	163
Beech Travel Air 95	112	360	165
Cessna 150 (1959-1961)	26	100	100
Cessna 150 (1959-1961)	38	100	101
Cessna 150 (1959-1961) (with speed fairings)			add 1 knot
Cessna 170A, 170B	42	145	105
Cessna 170A, 170B (with Met-Co-Air Tri-Gear)			subtract 2 knots
Cessna 172, 172A 1960 (without speed fairing)	42	145	104
Cessna 172 (with sensenich or IC 172 EM prop.) (without speed fairing)	42	145	106
Cessna 172A, 172B, 172C (without speed fairings)	42	145	106
Cessna 175, 175A, 175B, 175C (without speed fairing)	52	175	116
(All Cessna 172 & 175 with speed fairings)			add 1 knot
(All Cessna 172 & 175 with 18 gal. Aux. tank)			add 2 knots
Cessna 180 (without speed fairings)	60	225	133
Cessna 180 (without speed fairings)	65	230	134
Cessna 180C, D, E (1960, 1961, 1962) (without speed fairings)	65	230	135
Cessna 182 (1956 to 1958) Skylane or 182 (with speed fairings)	65	230	131

AIRPLANE MAKE & MODEL	FUEL CAPACITY (gals.)	HP	PAR (knots)
Cessna 182 (1959) Skylane or 182 (with speed fairings)	65	230	132
Cessna 182 C, D, E (1960, 1961, 1962) Skylane or 182 C, D (with speed fairings)	65	230	133
Cessna 182, 182 C, D, E all models (without speed fairings)			subtract 2 knots
Cessna 180, 182, 182C, D, E or Skylane with 13 or 18 gal. aux. tank			add 1 knot
Cessna 210 (1960)	65	260	154
Cessna 210A, B (1961, 1962)	84	260	156
Champion 7 EC (tail wheel)	26	90	83
Champion 7 FC "Tri-Traveller"	26	90	80
Champion 7 GC "Sky Trac"	37	140	92
Forney Aircoupe F-1	24	90	95
Mooney Mark 20	49	150	132
Mooney Mark 20A, B, C (Mark 21) (1958 to 1962)	49	180	141
Morrissey 2150 Ser. #FP-2 through FP-9	35	150	109
Navion Rangemaster	108	260	143
Piper Super Cub PA-18	36	90	84
Piper Super Cub PA-18	36	125	94
Piper Super Cub PA-18	36	135	97
Piper Super Cub PA-18	36	150	102
Piper Pacer PA-20	36	125	104
Piper Pacer PA-20	36	135	106
Piper PA-22—108 Colt	36	108	95
Piper PA-22 (1952) (prior to Ser. #22-807)	36	125	102
Piper PA-22 (1952) (prior to Ser. #22-807)	36	135	105
Piper PA-22 (1953, 1954)	36	135	101
Piper PA-22	36	150	105
Piper PA-22	36	160	107
Piper PA-22 (with streamlining)			add 1 knot
Piper PA-22 (with 8 gal. aux. tank)			add 1 knot
Piper Cherokee	36	150	108
Piper Cherokee	36	160	109
Piper Cherokee 150 to 160hp with 50 gal. fuel capacity			add 2 knots
Piper PA-23 Apache	72	300	135
Piper PA-23 Apache	108	300	136
Piper PA-23 Apache	108	320	139
Piper PA-24 Comanche	60	180	133
Piper PA-24 Comanche (with tip tanks)	90	180	136
Piper PA-24 Comanche	60	250	150
Piper PA-24 Comanche (with add. fuel or tip tanks)	90	250	152
Shinn 2150A	35	150	109

THE TERMINUS

The Wilmington Powder Puff Derby Host Committee and its sponsors, the Delaware State Chamber of Commerce, Inc., and the Middle East Section 99s, are pleased to welcome once again, the contestants in the All Woman Transcontinental Air Race.

The committee looks forward to renewing acquaintances with the members of AWTAR who made the transcontinental flight two years ago, when the terminus also was Wilmington, and wishes to extend a special hand of greeting to those visiting our community for the first time.

Returnees may do a double take when they taxi up to the ramp, expecting to be greeted by a sign reading, "Newcastle County Airport". The name of Northern Delaware's air facility was changed a year ago to "Greater Wilmington Airport", to emphasize the airport's vital role in this dynamic business community.

You'll find other changes also, some of which are indicated by the program of events. We hope that your brief visit to the Wilmington area will be a pleasant and memorable one.



Kate Macario (top), accommodations; Marie D'Alterio (Stooping) impound. On the ground; left to right: Hazel Fels, transportation; Elsie McBride, chairman; Marty DeLoatche, operations; Barbara Bonnett, social; (insert) Peggy Borek, inspection.

Program of Events

Monday, July 9

Afternoon—

Swimming at the new Cavalier Country Club

5:00 p.m.—

Informal cocktail party, Hotel Du Pont (sponsored)

Tuesday, July 10

Afternoon—

More swimming, courtesy of the Cavalier Country Club

Hospitality Room—Hotel Du Pont

10:00 a.m.—3:00 p.m.—

Open for coffee and as a place to meet your friends

5:00 p.m.—6:00 p.m.—

Cocktails for plane crews and committee personnel (sponsored)

Wednesday, July 11

12:00 noon—

Official end of "Powder Puff" race (AWTAR)

Afternoon—

More swimming—same place, same nice people

Hospitality Room open from 10:00 a.m. to 3:00 p.m.

5:00 p.m.—

Pilot's meeting (tentative)

6:00 p.m.—

Hangar Party—Greater Wilmington Airport

Cocktail Hour (sponsored)

Dinner Hour

Entertainment

Thursday, July 12

12:00 noon on through the afternoon

Swimming or

Delaware Park Race Track

Hospitality Room open from 10:00 a.m. to 3:00 p.m.

6:00 p.m.—

Cocktail party for all plane crews, committee personnel, sponsors and guests (sponsored)

7:00 p.m.—

Awards Banquet—distinguished speaker

Friday, July 13

Fly Away Breakfast (sponsored)

Special arrangements—

Tour of Longwood Gardens

Tour of Winterthur Museum

Tour of Hagley Museum

Bowling

Delaware Re-visited

When circling the Greater Wilmington Airport for a landing, AWTAR contestants will see only a short distance away the broad expanse of the Delaware River, flowing toward the Atlantic Ocean. It was this body of water which guided the original settlers to the state.

It was another river, however, much smaller than the Delaware, which was responsible for the city developing into the industrial center of today.

This is the Brandywine, a picturesque stream to the north which two centuries ago provided the power for area flour and grist mills. This same source of waterpower attracted other manufacturers who constructed black powder mills on the banks of the Brandywine. From these original powder mills has developed the vast industrial complex that today is the DuPont Company.

Largely through the growth of DuPont, Wilmington has been named the "Chemical Capital of the World". The presence of other large firms such as Hercules Powder Company and Atlas Chemical Industries helps to substantiate this claim.

The terminus area has more than industry to offer the visitor, however. Those to whom history holds an attraction will be fascinated by a visit to Old Swedes Church in Wilmington, the oldest Protestant church in North America still in active use as a place of worship. Nearby is Fort Christina State Park with its monument given by the people of Sweden to commemorate the Swedish settlement of the site more than three centuries ago.

Students of early Americana will wish to visit Winterthur Museum's vast collection of period rooms revealing the American domestic scene from 1640 to 1840. The quaint residences of colonial New Castle

and the historic brick homes of Odessa are of further interest.

Nearby Longwood Gardens offer an extensive collection of flowers and plants in the conservatory and a beautiful array of plantings in the extensive grounds.

For the recreation-minded, there is nearby Delaware Park with its annual thoroughbred racing program . . . Brandywine Raceway featuring trotters and pacers . . . seaside resorts such as Rehoboth Beach . . . theatrical performances in Wilmington's Playhouse and summer stock . . . and a variety of fine dining accommodations.



Members of the Wilmington Powder Puff Host Committee are (standing, left to right) Frank Giovannozzi, social chairman; George J. Bean, manager of Greater Wilmington Airport; Harry Green, sales manager of Hotel DuPont; (kneeling, left to right) Donald R. Redpath, assistant vice president and general manager of Atlantic Aviation; and Ross E. Anderson, executive vice president of the Delaware State Chamber of Commerce, Inc. Mr. Anderson is serving as co-ordinating chairman of the committee.



Delaware's transportation links are vital ones. The terminal building of the Greater Wilmington Airport.

Sponsors



#18—Presenting the New Honey Lemon Cough Drop



#9—Navion Aircraft - United Rent-Alls



#22—Fully Automated Sprinkler Systems



#30—English Toffee candy & ice cream bar



#8—Paving by Slurry-Seal



#32—Ottumwa Chamber of Commerce and Jaycees

Sponsors



#3—Wheelbarrow Cattle Ranch



#21—Audio-Visual ground school systems



#16—Steffens Dairy Food Co.



#26—Horizon Aero Service



#48—Kelly Girl Service Inc.



#40—Central American Airways

Board of Directors



KAY A. BRICK, chairman, is serving her 12th year on the board, her first 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 4200 hrs. She was a WASP squadron commander in WW II and was recently appointed to the NAA Air Race Committee. She is a past international president of the 99s and is in the N.Y.-N.J. Section.



THERESA VASQUEZ is serving her third year on the board, and has flown the TAR three times. She is an engineer with General Dynamics/Astronautics. She handles problems of inspection for the race and is chairman of the San Diego Chapter of the 99s.



BARBARA LONDON, vice-chairman, serves her 12th year on the board. She is West Coast Representative, has flown 3 TARs as a contestant, and along the race route 7 times. She holds a commercial license SMEL, SMES with instructor ratings and has 3500 hours. During WW II Barbara was a WASP squadron leader and is presently a major in the USAFRS. She is on the executive committee of the 99s and a member of the Long Beach Chapter.



SELMA CRONAN serves her second year on the board. She is publicity director and editor of the official program. She raced in the TAR in 1960 and 1961, and is part of the Route Survey team this year. She has served the 99s as Section Governor and chairman of the international Budget Committee. She is a member of the N.Y.-N.J. Section.



ALICE HAMMOND, secretary of the board, has been flying for 30 years and has 2600 hours. She will be racing in her 9th 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 a trustee of the Amelia Earhart Memorial Fund. She is a member of the Eastern Pennsylvania Chapter.



MARGARET ROSS has been on the board for 2 years. She flew the TAR in 1961 and had 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.



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 is presently International Secretary. She is a member of the N.Y.-N.J. Section.



LOUISE HYDE serves the board as Route Director. A pilot for 21 years, she has logged over 1500 hours and has participated in the TAR 4 times. During WW II, she was an engineering test pilot in the WASP. After completing the Route Survey this year, she will participate as a contestant, flying solo. Louise is a member of the N.Y.-N.J. Section of the 99s.



MARIAN JEPSEN has been on the board 3 years. She has a commercial license SEL, Ground Instructor and Instrument ratings. She has flown in the TAR 6 times and is a member of the San Diego Chapter of the 99s.



JANE HART serves her first year on the board in the office of Public Relations. She has been flying for 19 years, and holds single and multi-engine, instrument and rotor ratings and has 2000 hrs. 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.

We Thank

The Board of Directors of The All-Woman Transcontinental Air Race thanks the following for their help, both general and specific. Without their loyal support and financial assistance, this race would not be possible.

A.C. Allyn & Co., Chicago, Ill.

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

Aero Commander, Bethany, Oklahoma.

Air Facts Inc., Princeton, N.J.

Bay Cities Chapter of The Ninety-Nines.

Beech Aircraft Corp., Wichita, Kansas.

Cessna Aircraft Co., Wichita, Kansas.

Champion Spark Plug Co., Toledo, Ohio.

City of Oakland, California.

Collins Radio Co., Cedar Rapids, Iowa.

County of Alameda, California.

Delaware State Chamber of Commerce.

Federal Aviation Agency, Wash., D.C.

Flying Tiger Line Inc., Burbank, Calif.

Hartzell Industries Inc., Piqua, Ohio.

Hawthorne Aviation, Charleston, So. Car.

Humble Oil & Refining Co., Houston, Texas.

IBM, New York City, N.Y.

Jeppesen & Co., Denver, Colorado.

Julian A. McDermott Corp., Ridgewood, N.Y.

Jr. Chamber of Commerce, Oakland, Calif.

King Radio Corp., Merriam, Kansas.

Middle East Section of The Ninety-Nines.

Mr. Alfred E. Wolf, Philadelphia, Penna.

Mrs. Helen Speigel, Philadelphia, Penna.

Mr. Jack London Jr., Long Beach, Calif.

No. Amer. Avia. Inc., Los Angeles, Calif.

Pacific Airmotive Corp., Burbank, Calif.

Phillips Petroleum Co., Bartlesville, Okla.

Piper Aircraft Corp., Lock Haven, Penna.

Port of Oakland Authority, Oakland, Calif.

Simplex Time Recorder Co., Gardner, Mass.

Traveler's Hotel, LaGuardia Airport, N.Y.

The Ninety-Nines Inc.

U.S. Coast & Geodetic Survey, Wash., D.C.

United States Weather Bureau.

W.T. Grant Co., New York City, N.Y.

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

Aztec Aircraft Sales (Mr. J. Roberts), Long Beach, Calif.

Belmont Aviation Corp. (Mr. R. Cenicerros), Long Beach, Calif.

Crest Aviation (Mr. R. Bilbrey), San Diego, Calif.

Mooney Sales Co. (Mr. Bill Mullen), Kerrville, Texas.

National Air College, Montgomery Field (Mr. N. Madariaga), San Diego, Calif.

Riverside Air Service Inc. (Mr. J. Benjamin), Riverside, Calif.

Shinn Engineering Inc. (Mr. H. Shinn), Santa Ana, Calif.

Western Navion (Mr. K. Clark), Long Beach, Calif.

And to those helping hands along the route; the Airport Personnel, Civic Officials, Chambers of Commerce, Scouts and Civil Air Patrol, Tower Operators, Weather Forecasters, Local Ninety-Nines and those of you who came to wave,

Thanks



#1

PILOT: (R) PAULINE GLASSON, Corpus Christi, Texas.
CO-PILOT: (L) LENA MARIE JACKSON, Corpus Christi, Texas.
AIRPLANE: Cessna 175. 175 h.p.
SPONSOR: Glasson Aerial Photography, Corpus Christi, Texas.

This will be the tenth TAR for Pauline and she has placed in five of them. She has a commercial license with flight and ground instructor and instrument ratings and has logged 11,450 hours as an instructor. She is co-owner of Glasson Aerial Photography. Her husband, Claude, is also a pilot and Pipeline Patrolter.

Lena flew the TAR last year as Pauline's co-pilot. She is a flight student of Pauline's and has logged 68 hours.



#2

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

Judy is flying the TAR for the first time and doing it solo. She holds a commercial license with 650 hours logged. She obtained her private license in 1957, three months after taking her first lesson. She is a member of the 99s and secretary of the Long Beach Chapter. Her husband, Ellis, is also a pilot. He is an Oral Surgeon in Torrence, Calif.



#3

PILOT: (L) ARDELE HAUK, Salinas, California
CO-PILOT: (R) JACKIE PETTY, Mt. View, California
AIRPLANE: Piper Comanche PA24. 250 h.p.
SPONSOR: Wheelbarrow Ranch, Reedley, California.

Ardele will be flying her third TAR. She is a commercial instructor SEL&S and a glider pilot and has logged 2200 hours. She is presently employed by The California Highway Patrol as a radio-dispatcher-clerk. She has two children and is a member of the Ninety-Nines, Santa Clara Valley Chapter.

Jackie will be flying her first TAR. She holds a commercial certificate AS&MEL and has logged 2500 hours. A former WASP, she won the trophy as Champion Fifinella at the first WASP reunion in 1946. Her husband Lloyd is employed by the U.S. Post Office. She is a member of the Ninety-Nines, Santa Clara Valley Chapter.



#4

PILOT: (L) MARY ANN NOAH, Mission, Kansas.
CO-PILOT: (R) STELLA M. LEHMAN, Kansas City, Missouri.
AIRPLANE: Piper Cherokee PA28. 160 h.p.

Mary Ann will be flying her third TAR. She has a commercial license SMEL and instrument ratings and has logged 600 hours. In the 1961 AWTAR, she received the "Flying Magazine" award. Her husband, Brooks, is also a pilot. They have four children ranging in age from six to fourteen. Mary Ann is vice-chairman of the Greater Kansas City Chapter of the 99s.

Stella is a newcomer to air races and holds a private license with 93 hours logged. She is married to Dr. Edward B. Lehman and is a housewife and mother of three daughters. She is a member of the Greater Kansas City Chapter of the 99s.

#5

PILOT: (R) VIRGINIA (GINI) RICHARDSON, Yakima, Washington.
CO-PILOT: (L) JOAN ROARKE, Yakima, Washington.
AIRPLANE: Cessna 182. 230 h.p.

Gini holds an Air Transport rating with 13,500 hours logged. She also has Flight Instructor, Link and Ground Instructor ratings. She is a pilot and flight instructor for Richardson Aviation and is a member of the Eastern Washington Chapter of the 99s. Her husband, Ralph, is also a pilot. They have one daughter. This will be Gini's eleventh TAR.

This will be the third TAR for Joan as co-pilot to Gini, who was her instructor. She is a member of the Eastern Washington Chapter of the Ninety-Nines and holds a private license with 180 hours. She is employed professionally as a surgical nurse.



#6

PILOT: (R) FRANCES DeHAAN, San Rafael, California
CO-PILOT: (L) JUNE O'DONNELL, Napa, California
AIRPLANE: Cessna 172B. 145 h.p.
SPONSORS: Mel Ellis, auctioneer, Napa, Calif.; Hellman Van & Storage Co., Napa, Calif.; Civil Air Patrol—Marine Squadron #4, Hamilton AFB, Calif.

This will be the first TAR for this crew. Frances holds a commercial certificate and has logged 215 hours. She has passed the AF Rapid Decompression tests. Her husband, Abel DeHaan Jr., is vice-president and general manager of Tracerlab Inc. in Richmond, Calif. and they have three children aged 15, 13 and 8.

June has also passed the AF Rapid Decompression tests. She holds a private license and has 302 hours logged. She is employed by Associated Services of Napa, Calif., as secretary and co-pilot. She has one son, Tod, 16 years old. Both members of this crew are Ninety-Nines, Redwood Empire Chapter.



#7

PILOT: (L) SUZANNE PARISH, Hickory Corners, Michigan.
CO-PILOT: (R) JEAN F. HIXSON, Akron, Ohio.
AIRPLANE: Beech Bonanza N35. 260 h.p.

Suzanne will be flying the TAR for the first time. She has a commercial license, ASEL&S, with instructor and instrument ratings and has logged over 1100 hours. She has been a WASP and a Flight Dispatcher. Her husband, Preston, also a pilot, is with The Upjohn Co. of Kalamazoo, and they have five children. Sue is a member of the 99s, Michigan Chapter.

Jean will be flying the TAR for the fifth time. She has a commercial license SMEL, with instrument and instructor ratings and over 4000 hours logged. She was a WASP and flight instructor and is presently a captain in the AFRes. She is employed as a teacher in the Akron Public Schools, and is a member of the 99s, All-Ohio Chapter.



#8

PILOT: (L) C. "MAC" HUNTINGTON, El Cajon, California.
CO-PILOT: (R) JEANNE DIONNE, San Diego, California.
AIRPLANE: Piper Comanche PA24. 180 h.p.
SPONSOR: Slurry Seal Inc., Waco, Texas.

This will be the fifth TAR for "Mac". She holds an Air Transport Rating ASMEL, SES and is a flight, instrument and ground instructor, and has logged 6700 hours. She is employed by Crownair of San Diego as chief pilot, doing charter flying and instruction. "Mac" is a veteran of the U. S. Navy and is a member of the 99s, El Cajon Valley Chapter.

Jeanne will be flying in her first TAR. She has a Private license, ASMEL with 180 hours logged. She is employed as a teller by the Bank of America and has a 3 year old son. She is a member of the 99s, San Diego Chapter.





#9

PILOT: (L) MARION BETZLER, Columbus, Ohio

CO-PILOT: (R) AUTRIE LEHR, Xenia, Ohio

AIRPLANE: Navion Rangemaster. 260 h.p.

SPONSORS: Navion Aircraft Co., Galveston, Texas; United Rent-Alls Inc., Lincoln, Neb.

Marion will be flying the TAR for the seventh time. She is a commercial instructor with 2000 hours logged, and is a former WASP. She assists her husband, Charles, in the running of the United Rent-All Store in Columbus which rents everything from silver tea services to cement breakers. They have two boys, aged 16 and 12.

Autrie is a private pilot with 450 hours logged. In 1961 she won the All-Ohio 99's Chapter Achievement Award. Her husband, Karl, also a pilot, is City Manager of Xenia, Ohio. Marion and Autrie are both members of the All-Ohio Chapter of the 99s.



#10

PILOT: (L) RUBY KEAVENY, San Diego, California.

CO-PILOT: (R) MARIAN JEPSEN, San Diego, California.

AIRPLANE: Beech Bonanza D-35. 205 h.p.

This team is reversing the order this year. In 1961, Ruby was co-pilot. This will be her sixth TAR having placed fourth in 1957. She holds a commercial license SEL with 770 hours, and is recording secretary for the San Diego Chapter of the 99s. Her husband, Jack, also a pilot, is an Engineer for Nachant Construction Co. They have three children and three grandchildren.

Marian will be racing for the seventh time, and placed third in 1956. She has a commercial license SEL, instrument and ground instructor ratings, and has logged 850 hours. She is a member of the San Diego Chapter of the 99s and the AWTAR board of directors. Her husband, Ray, owns Palomar Vending Co. and they have two sons and one granddaughter.



#11

PILOT: PATRICIA MCGUIRE ARNOLD, West Hartford, Connecticut.

AIRPLANE: Cessna 182. 230 h.p.

This will be the fourth TAR for Pat and she will be flying it solo. She holds a commercial license SEL & Rotorcraft, with over 3000 hours logged. She operated her own flying service for five years and in 1954, won the New England Air Race. She was the 39th woman to receive a helicopter rating and presently owns and flies her own Brantly B-2. She is a member of the NPA, the NAA, the New England Section of the 99s, the American Helicopter Society and the Whirly Girls.



#12

PILOT: LOUISE J. HYDE, New York City, New York

AIRPLANE: Beechcraft Bonanza D-35. 225 h.p.

This will be the fifth TAR for Louise. She holds a commercial certificate SMEL and has 1550 hours logged. A former WASP and presently a member of the Bd. of Direc. of the AWTAR, she is responsible for route planning and the route survey. She is married to a former pilot, Gordon E. Hyde, vice-president of the D'Arcy Advertising Co., New York.

#13

PILOT: (L) TRACY PILURS, Highland Park, Illinois.

CO-PILOT: (R) LEAH HIGGINS, Royal Oak, Michigan.

AIRPLANE: Beechcraft Bonanza N-35. 260 h.p.

SPONSOR: McDonald's System Inc., Drive In Restaurants, Chicago, Ill.

Tracy is a commercial flight and ground instructor with 700 hours logged. She is employed as a pilot by her AWTAR sponsor, McDonald's System Inc. This will be her first TAR. She has six children, ranging in age from 5 to 16.

This will be the third TAR for Leah. She has a Commercial license with 625 hours logged. She is a member of the Michigan Chapter of the 99s, is treasurer for the North Central Section, and has served on an international committee this year. She is employed by the Detroit, Mich. Bd. of Ed. as a teacher for deaf children.



#14

PILOT: (L) MARGARET J. RINGENBERG, Graybill, Indiana.

CO-PILOT: (R) MARY MARTIN, Fort Wayne, Indiana.

AIRPLANE: Beech Bonanza E35. 225 h.p.

SPONSOR: Several of Ft. Wayne's leading citizens.

Margaret will be flying the TAR for the sixth time. She is a Commercial pilot, SMEL with 2500 hours logged. In 1960 she placed first in the Michigan SMALL Race; in 1961, second in the Indiana Race and won the second place Merit Award in the Indiana 99s. She is a member of the Indiana Chapter and chairman of the International Ways & Means Committee of the 99s. Her husband, Morris, is executive vice president of the Graybill Bank. They have two children, Marsha and Mike.

Mary will be flying her first TAR. She has a Private license, SEL, with 228 hours logged. Her husband, David, is vice president of the Marketing, Military Div. of the Magnavox Co. They have a daughter, aged 12.



#15

PILOT: (R) MARY ANN KASLOW, Santa Monica, California.

CO-PILOT: (L) VIVIAN THOMPSON, Los Angeles, California.

AIRPLANE: Cessna 210. 260 h.p.

Mary Ann will be racing in her third TAR. She holds a commercial license with 408 hours logged. She is chairman of the Los Angeles Chapter of the Ninety-Nines.

Vivian will be in the TAR for the second time. In 1960 she flew as co-pilot with Mary Ann. She holds a private license with 85 hours logged, and is a member of the Los Angeles Chapter of the Ninety-Nines. She and husband, Ken, have three children.



#16

PILOT: (L) PAT McEWEN, Wichita, Kansas

CO-PILOT: (R) DONNA LEE SHIRLEY, Dodge City, Kansas

AIRPLANE: Beechcraft B95A. 360 h.p.

SPONSOR: Steffens Dairy Foods Co., Wichita, Kansas.

Pat will be flying the TAR for the first time. She holds a commercial license S&MEL with 220 hours logged. Her husband, Owen, is an executive with the Steffens Dairy of Wichita. They have seven children, the oldest 13 and the youngest 2 year old twins.

Donna holds a private license with 270 hours. This will be her first AWTAR although she and Pat have participated in the Skylady and Dallas Doll Derbies. She and her husband, Thomas, an executive with the Hi-Plains Cattle Co. of Dodge City, Kansas, have one child, 17 years old. Both girls are 99s in the Kansas Chapter.





#17

PILOT: (R) BARBARA R. WILLIS, Los Angeles, California.
CO-PILOT: (L) DEE KLUPPEL, Santa Monica, California.
AIRPLANE: Cessna 150B. 100 h.p.
SPONSOR: Aircraft Communications Inc., Santa Monica, California.

Barbara will be flying the TAR for the second time. She has a commercial license, ASEL, with instructor rating and a total of 570 hours. She is employed by Aircraft Communications Inc. as company pilot. Her husband, James, is also a pilot. They have two children aged eight and ten. Barbara is a member of the 99s, Los Angeles Chapter.

Dee is entering her first TAR this year. She has recently received her private license. She is employed by UCLA in the Psychology Dept.

#18

PILOT: (L) ALICE HAMMOND, Meadowbrook, Penna.
CO-PILOT: (R) JEAN H. PEARSON, Grosse Pointe Park, Mich.
AIRPLANE: Cessna 180. 225 h.p.
SPONSOR: Ludens Inc., Reading, Penna.

Alice will be flying her ninth TAR. She holds a commercial certificate with instrument rating, and during World War II, was an instrument instructor. In 1951 she was named one of Detroit's Outstanding Women, and is a former international president of the 99s. Her husband, John, is an executive of the General Aircraft Supply Corp. of Philadelphia, Penna. They have three children.

This will be the seventh TAR for Jean. She holds a private license with over 500 hours logged and was a WASP. She has won numerous awards for writing in the fields of aviation, science, medicine and aerospace and is employed by The Detroit Free Press. Her husband, Morton, is an attorney, Friend of the Court in Wayne County, Michigan and holds a solo student's certificate. Jean is in the Michigan Chapter-99s.



#19

PILOT: (L) FRANCES S. BERA, Long Beach, California.
CO-PILOT: (R) EDNA BOWER, Seal Beach, California.
AIRPLANE: Beechcraft Bonanza F35. 225 h.p.
SPONSORS: Belmont Aviation Corp., Long Beach, Calif.;
 R. C. Wilcox, Los Angeles, Calif.

Fran will be flying her twelfth TAR. She has placed first as pilot five times and once as co-pilot. She holds Air Transport, Instrument and Flight Instructor ratings, with over 10,000 flying hours. She is employed as a flight instructor and charter pilot for Belmont Aviation, her sponsor in this race. She is a member of the Long Beach Chapter of the Ninety-Nines.

This will be Edna's fifth race as co-pilot to her sister, Fran. She has been winning co-pilot twice. She and her husband, Jack, manager for the Boreham Co. of L. A. are the parents of a nineteen year old son. Edna is a member of the Long Beach Chapter of the Ninety-Nines.



#20

PILOT: (R) VIRGINIA HUIDEKOPER, Wilson, Wyoming.
CO-PILOT: (L) ANNE SARCKA, Cuttingsville, Vermont.
AIRPLANE: Cessna 182D. 230 h.p.
SPONSOR: Idaho Aviation Center, Idaho Falls, Idaho.

Virginia will be flying the TAR for the second time. She has a commercial rating with 1000 hours logged. Last year she placed third in the Idaho Air Derby. Her husband, also a pilot, is a rancher and they have three children. Virginia is a member of the 99s, Eastern Idaho Chapter.

Anne will be flying as co-pilot for Virginia for the second time. She has a private license with 50 hours logged and is an artist.



#21

PILOT: JOAN ANN MERRIAM, Las Vegas, Nevada.
AIRPLANE: Cessna Skyhawk. 145 h.p.
SPONSOR: A.V. Company, Denver, Colorado.

Joan will be flying her third TAR solo. She has an Air Transport Rating, SMEL and is a flight and instrument instructor with 7000 hours logged. She learned to fly at the age of 15, and received all ratings at the minimum age including the ATR when she was 23. She is employed by the Vegas Automotive Co. as chief pilot and is also western states representative for her sponsor, A. V. Co., selling audio-visual ground school systems. Joan is a Ninety-Nine in the Florida Chapter.



#22

PILOT: (L) BETTY MILLER, Los Angeles, California.
CO-PILOT: (R) ELAINE WALDEN, Los Angeles, California.
AIRPLANE: Piper Comanche PA-24. 250 h.p.
SPONSOR: Paul W. Carsten Co.-Aqua-Dial, Malibu, Calif.

Betty will be flying her sixth TAR this year, having placed fourth in 1960. She has a commercial license, SMEL, SES, with instrument, instructor and helicopter ratings and has logged 6000 hours. She is the 38th member of the Whirly-Girls. She and her husband, Frank, are co-owners of the Santa Monica Flyers, Flight training specialists. She is in the Long Beach Chapter of the 99s.

Elaine has flown the TAR once before, as co-pilot to Betty, when they placed fourth. She is a mathematician with Hughes Aircraft in Culver City and her husband, Obie, is a Lab. Analyst with Space Technology Laboratories.



#23

PILOT: (L) RUTH MARGARET GAY, Long Beach, California.
CO-PILOT: (R) EMMA McGUIRE, Santa Monica, California.
AIRPLANE: Cessna 170B. 145 h.p.
SPONSORS: Wampler Trail Trips, Berkeley, California;
Mountain View Dairies Inc., Long Beach, California.

Ruth has a commercial license and will be flying the race solo this year. It will be her second TAR. She is a member of the Long Beach Chapter of the Ninety-Nines. She has 2 children and 6 grandchildren.

Emma has a private license with 525 hours. She is a bookkeeper for her husband, Ralph, who owns the Fireside Market in Santa Monica. They have 3 children and 10 grandchildren. Emma is a 99.



#24

PILOT: (R) ELIZABETH J. HALL, Oroville, California.
CO-PILOT: (L) GENEVIEVE F. PERRY, Olivehurst, California.
AIRPLANE: Piper Comanche PA24. 250 h.p.
SPONSOR: Bardahl Industrial-Oroville Distributor, Oroville, California.

This will be the third TAR for Elizabeth. She holds a Commercial license with SMEL and instrument ratings and is a flight and instrument instructor with over 4000 hours logged. She has served in the Marine Corps and is presently employed as airport manager by Feather River Airways of Oroville. She is the mother of two girls, aged 15 and 16 and is a member of the 99s.

Genevieve will be flying her first TAR. She received her private license in April of this year and is employed as a psychology instructor by Yuba College in Marysville, Calif. Her husband, Robert, an engineer with the R.C.A. Service Co., is also a pilot.





#25

PILOT: (L) PHYLLIS N. CANTRELL, Santa Rosa, California.

CO-PILOT: (R) CAROLINE E. SHUNN, Santa Rosa, Calif.

AIRPLANE: Piper PA-22. 160 h.p.

SPONSORS: Transwestern Hotels Inc., Santa Rosa, Calif. (Edgewater Inn, Oakland.); Santa Rosa Enterprises, Santa Rosa, Calif. (Coddington Airport & Shopping Center.)

This team will be flying their first TAR. Phyllis has a Commercial license, SEL with 250 hours logged. Her husband, Rex, is also a pilot. They have four children, 15 year old twin girls and two boys. She is a member of the 99s, Redwood Empire Chapter.

Caroline is a Commercial pilot, SEL with 1250 hours logged. She is a Link instructor and was a WASP during WW II. Her husband, William, is a self-employed home builder and a pilot. They have two boys, aged 14 and 8. Caroline is a member of the 99s.



#26

PILOT: (L) DOROTHY JULICH, Jackson Hgts., New York.

CO-PILOT: (R) ALICE MEISENHEIMER, Cherry Hill, New Jersey.

AIRPLANE: Piper Comanche. 250 h.p.

SPONSOR: Horizon Aero Service Inc., Bridgeport, N.J.

Dorothy will be flying her third TAR. She is a Commercial Instructor with 4500 hours logged, and a member of the New York-New Jersey Section of the 99s. In May of this year, she won the Eddie Rickenbacker Award for placing first in the New England Air Race.

Alice is a private pilot and has flown over most of the United States but this will be her first TAR. She is a free lance artist and a member of the Eastern Pennsylvania Chapter of the 99s. Her husband, Ray, is director of product engineering for the National Aeronautical Corp.



#27

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

CO-PILOT: (L) DEBORAH DIEMAND, Holicong, Pennsylvania.

AIRPLANE: Cessna 175. 175 h.p.

Nancy will be flying her third TAR. She has a Commercial license with SMEL, SES & instrument ratings and has logged 1100 hours. She is a member of the Eastern Pennsylvania Chapter of the 99s. She and husband, John, also a pilot utilize a landing strip cut out of a cornfield behind their house.

Deborah is Nancy's daughter. She has flown as co-pilot for her mother twice before and shares in the family Cessna.



#28

PILOT: (R) EVELYN RACKLEFF, Lebanon, Oregon.

CO-PILOT: (L) MARCELLA OTHUS, Portland, Oregon.

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

SPONSOR: Lloyd A. Fry Roofing Co., Summit, Illinois.

This crew will be flying their second TAR together. Evelyn is a commercial pilot with 460 hours logged. She is a member of the 99s, Oregon Chapter. Her husband, Edwin, is a roofing contractor in Lebanon.

Marcella is also a Ninety-Nine, member of the Oregon Chapter. Her husband, John, a pilot, is owner of John Othus Motors. They have two children.

#29

PILOT: (L) LOUISE SACCI, Jenkintown, Pennsylvania.
CO-PILOT: (R) ALBERTA BARRINGER, Bala Cynwyd, Pennsylvania.
AIRPLANE: Beechcraft B-33 Debonair. 225 h.p.
SPONSOR: Meteor Crater Enterprises Inc., Winslow, Arizona.

Louise will be flying the TAR for the second time. She has an Air Transport Rating, SMEL, SES, and is a flight and ground instructor with 9000 hours logged. She is self employed as an executive and charter pilot. From 1942 to 1944, she was an advanced navigation instructor for the RAF. She is a member of the 99s.

Alberta will be flying her first TAR. She was a WASP in 1944 and has been flying purely for pleasure since. She is married to D. Moreau Barringer, investment manager for the Delaware Fund in Philadelphia, Penna. They have two children aged 12 and 16. Alberta is a member of the 99s.



#30

PILOT: (R) BARBARA JENISON, Paris, Illinois.
CO-PILOT: (L) EULA SCHMIDT, Robinson, Illinois.
AIRPLANE: Cessna Skylane. 230 h.p.
SPONSOR: L.S. Heath & Sons Inc., Robinson, Ill.

This will be the seventh TAR for Barbara. She has a private license with instrument rating and has logged 1300 hours. She is a member of the 99s, Central Illinois Chapter. Edward, her husband, is a newspaper publisher and they have one son and three grandsons.

Eula will be flying her first TAR. She has a private license with 340 hours logged. Her husband is a physician and surgeon in Robinson, Ill. and holds a pilot's license. Eula is a member of the National Pilots Association.



#31

PILOT: (L) ILOVENE N. POTTER, Seattle, Washington.
CO-PILOT: (R) ELENE DUNCAN, Sequim, Washington.
AIRPLANE: Piper Comanche PA-24. 180 h.p.

Ilovene will be flying the TAR for the second time. She has a private license with instrument rating and 405 hours. A Ninety-Nine, member of the Western Washington Chapter, Ilovene received an achievement award from the past Presidents assembly in recognition of flying activities for 1961. Her husband, Leslie, is an investment broker and a pilot. They have three children.

Elene is a private pilot with 75 hours as pilot-in-command. New to flying, she is also a recent member of the 99s. Her husband, William, is an orthopedic surgeon and they have three children.



#32

PILOT: BEA JOBE, Ottumwa, Iowa.
AIRPLANE: Piper PA-22. 150 h.p.
SPONSOR: City of Ottumwa, Chamber of Commerce and Jr. Chamber of Commerce.

This will be the first TAR for Bea and she's doing it solo. She has a Commercial license with 650 hours logged. A self employed insurance broker, she is a member of the 99s and the AOPA.





#33

PILOT: (L) PATRICIA THOMAS GLADNEY, Los Altos, California.

CO-PILOT: (R) MARGARET STANDISH, Mt. View, California.

AIRPLANE: Cessna 180. 230 h.p.

SPONSOR: Metlfly Spinfishing Tackle, Ament-Douglass Mfg. Corp., Redwood City, California.

This will be the tenth TAR for Pat. She holds a Commercial license with instructor and instrument ratings and has logged more than 8300 hours. She started flying while in high school, became an instructor until joining the WASPs, and returned to instructing after WW II. She is a 99 and was the first winner of the Amelia Earhart Scholarship Award. Her husband, Jack, is an airline captain.

Margaret is also flying her tenth TAR. She is a Commercial Instructor with more than 2300 hours logged. During WW II, Margaret was a WASP and became an instructor afterwards. She is presently employed as a design engineer at Lockheed Sunnyvale Missile and Space Division, working on the Polaris. She is a member of the 99s.



#34

PILOT: (L) DR. HELEN MEYERS, Lancaster, Pennsylvania.

CO-PILOT: (R) ANNA S. REITZ, Camarillo, California.

AIRPLANE: Mooney Mark 20A. 180 h.p.

SPONSOR: Flying Dentists Association, Anaheim, California.

This team will be flying their first TAR. Helen has a commercial license with 1300 hours logged. She is a dentist and a Major in the USAR-active Reserve. A member of the Ninety-Nines, Eastern Penna. Chapter, she also belongs to the Flying Dentists Asso., the Lancaster Aero Club, and the Soroptimist International.

Anna holds a commercial license with 240 hours. Her husband, Henry, is a dentist and also has a pilot's license. They have three married daughters. Anna is a member of the Ninety-Nines.



#35

PILOT: HELEN GREINKE, Bloomington, Illinois.

CO-PILOT: Not determined.

AIRPLANE: Cessna 175. 175 h.p.

Helen will be flying the TAR for the twelfth time. In 1948 she placed third. She has a commercial license with flight instructor rating and has logged 2053 hours. She is a member of the Central Illinois Chapter of the Ninety-Nines. She is self-employed as a ground school instructor and has written many books on aviation subjects.



#36

PILOT: (L) GINGER DAVIS, Birmingham, Alabama.

CO-PILOT: (R) GERALDINE CHASE, Birmingham, Alabama.

AIRPLANE: Mooney M-20-C. 180 h.p.

SPONSOR: Carl R. Robinson, Bessemer, Alabama.-Mooney Distributor.

Ginger will be flying her second TAR. She has a commercial license SMEL, with instrument rating and has logged 310 hours. She received her private license at the age of 17 and the following year her commercial and instrument. She is a student at Converse College in Spartanburg, So. Carolina. Her father, Harwell Davis Jr., is also a pilot.

Geraldine will be flying her first TAR. She is a private pilot with 85 hours logged, having received her license in 1961. Her husband, Lewis, is a physician in Birmingham and is a pilot.

#37

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

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

AIRPLANE: Cessna 172C Skyhawk. 145 h.p.

SPONSORS: Archway Cookies made by: Nichols Baking Co., Corona, Calif.; Warstler & Egly Bakery Inc., Ashland, Ohio; Swanson Cookie Co., Battle Creek, Mich.

Jean will be flying the TAR for the third time. She is a member of the Mich. SMALL Race Bd. of Direc., and flew that race in 1957, 1959 and 1960. She is a commercial flight instructor with 1200 hours logged. Her husband, Edward, is a pilot with Zantop Air Transport Inc., and they have two sons.

Jacqueline flew the TAR as pilot in 1961, finishing just one place ahead of Jean and has also participated in the Mich. SMALL Race. Her husband, George, is vice president of Swanson's Cookie Co. and they have three daughters. Both members of this crew belong to the Michigan Chapter of the Ninety-Nines.



#38

PILOT: (L) MILDRED BARRETT, Lincoln, Nebraska.

CO-PILOT: (R) EVELYN SEDIVY, Lincoln, Nebraska.

AIRPLANE: Cessna 182. 230 h.p.

SPONSORS: Weaver Potato Chips, Lincoln, Neb.; Bruning Co., Lincoln, Neb.; L. E. Liebers, Lincoln, Neb.

This crew will be flying their first TAR. Mildred works for the Federal Aviation Agency in a Flight Service Station at Lincoln. She is a member of the 99s, Missouri Valley Chapter, as well as the AOPA and the Wesleyan Flying Club of Lincoln.

Evelyn is a private pilot with 95 hours logged. She is employed as a secretary at the Occupational Training Center of Lincoln. She is a member of the Ninety-Nines and the University of Nebraska Flying Club.



#39

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

CO-PILOT: (R) JUANITA MATHESON, Lynnwood, Washington.

AIRPLANE: Piper Cherokee. 150 h.p.

SPONSORS: Evergreen Finance Co., Everett, Wash.; Byair Inc., Everett, Wash.

Betty will be flying the TAR for the second time. She has a commercial license SMEL, with 615 hours logged. She is a Medical and Nursing Technician to Dr. J. V. Curran, her husband, and they have one child. Betty is a member of the AOPA and the Western Washington Chapter of the 99s.

Nita will be flying her first TAR. She has a recent private license with 69 hours logged. Her husband, Charles, a pilot also, is owner of a Shell Service Station in Everett.



#40

PILOT: (L) JANE RALSTON, Louisville, Kentucky.

CO-PILOT: (R) W.L. PARIS, Louisville, Kentucky.

AIRPLANE: Beech Bonanza J-35. 250 h.p.

SPONSOR: Central American Airways Flight Service, Louisville, Ky.

This team will be flying the TAR for the first time. Jane has a commercial license with instrument and instructor ratings and has logged 5500 hours. She is employed by her sponsor, Central American Airways, as a flight instructor and charter pilot. She is a member of the Ninety-Nines and the AOPA.

Dolly (W. L.) originally soloed in 1941 but holds a new private license with 150 hours logged. Her husband, Wilbur, is a pilot and president of Central American Airways. They have two children.





#41

PILOT: (L) MAURINE LEONARD, Pomona, California.
CO-PILOT: (R) MARGARET CIZEK, Pomona, California.
AIRPLANE: Cessna 175. 175 h.p.
SPONSOR: Sportsman Air Service, La Verne, California.

Maurine will be flying her third TAR. She has a commercial rating with 800 flying hours on SEL. She is employed by Sportsman Air Service on Brackett Field, La Verne, Calif., as a ground instructor and charter pilot. She is a member of the Ninety-Nines.

Margaret, a private pilot with 85 hours logged, will be flying her first TAR. She works for the Las Palmas Air Service of Riverside, California as a ground instructor. She is a member of the Ninety-Nines, the AOPA and the NAA.



#42

PILOT: (L) MYRTLE AMELIA WRIGHT, Pinole, California.
CO-PILOT: (R) ANITA J. CONLEY, Vallejo, California.
AIRPLANE: Cessna 170B. 145 h.p.

Myrtle will be flying in her third TAR. She has a commercial license SEL with 720 hours logged. She is employed as a bookkeeper by Williams & Lane Inc., in Berkeley. Her husband, George, is a roofer and they have one child, seventeen years old.

Anita will be flying her first TAR with a private license and 239 hours logged. She is an Electronics Technician at the Mare Island Naval Shipyard. Her two daughters are 18 and 19 years old. Both women are members of the 99s, Redwood Empire Chapter.



#43

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

This will be the sixth TAR for Bernice. In 1960 she placed third as co-pilot, and has placed first in the International Race and the Michigan SMALL Race. In 1962 she received the Michigan Aeronautics & Space Association Award for Pilot Proficiency. She holds an Air Transport Rating, SEL, MEL, instructor, instrument and all ground school ratings, with 10,000 hours logged. Trimble Aviation is owned and operated by Bea, who is a Ninety-Nine in the Michigan Chapter. Her husband, Robert, is an attorney and also a pilot.

Mary will be flying her fourth TAR. She holds a private license with 500 hours logged. She is a member of the Ninety-Nines, Michigan Chapter.



#44

PILOT: MARGARET CRANE, Fenton, Michigan.
AIRPLANE: Piper Cherokee. 160 h.p.

Margaret will be flying solo this year. She has flown in four previous TARs as co-pilot and holds a commercial license with instructor rating and 2000 hours. She is employed as office manager by Trimble Aviation on Bishop Airport at Flint, Michigan. She is a Ninety-Nine, member of the Michigan Chapter.

#45

PILOT: (L) VELMA DelGIORNO, Grosse Pointe Woods, Michigan.

CO-PILOT: (R) CHOLLA COVERT, Detroit, Michigan.

AIRPLANE: Mooney Mark 20B(Mark 21). 180 h.p.

This will be a second TAR for Velma. She holds a commercial license with instrument rating and has logged 720 hours. She has been active in the administration of the Michigan SMALL Race and in 1958 participated in it and placed fifth. Her husband, Thomas, is a physician in Detroit and they have four children. Velma is a member of the Michigan Chapter of the 99s, the AOPA and the NAA.

Cholla will be flying her first TAR. She has recently received her private license and is a member of the AOPA. She is married to Richard W. Covert of Detroit.



#46

PILOT: (L) JUNE DOUGLAS, West Palm Beach, Florida.

CO-PILOT: (R) AILEEN SAUNDERS, El Cajon, California.

AIRPLANE: Mooney Mark 20A. 180 h.p.

SPONSOR: Travelodge Inc., El Cajon, California.

June will be flying the TAR for the fifth time. She was first place co-pilot in 1960 and second place co-pilot in 1961. She holds a commercial license, SMEL, SES, Rotorcraft with instrument and ground and flight instructor ratings, and has logged 3300 hours. She is president and chief pilot of the Butler Flying School, Inc. in West Palm Beach. She is a member of the New England Section of the 99s, the AOPA, NAA, NPA, AFA and Whirly Girls.

This will be the sixth TAR for Aileen. She placed first in 1959 and 1960 and second in 1961, and has placed both first and second in the International Air Race. She has a private license SMEL with 1300 hours logged. In 1960, the National Pilots Association named her, "Pilot of the Year". She is employed by Travelodge Inc. as a Public Relations representative. She is a member of the 99s, El Cajon Valley Chapter, Zonta, AFA and the Flying Samaritans, a Coast Guard Auxiliary.



#47

PILOT: (L) BARBARA F. SPEED, Midland, Texas.

CO-PILOT: (R) NANCY BRUMLOW, Kermit, Texas.

AIRPLANE: Mooney Mark 20B. 180 h.p.

SPONSORS: West Texas Flying Service, Midland, Texas; Chuck Wagon Gang, Odessa, Texas.

This team will be in their first TAR this year. Barbara holds a commercial license with 240 hours logged. She is a member of the Midland Chapter of the Ninety-Nines.

Nancy has a commercial license ASEL, with limited flight instructor rating and 850 hours. She is also a member of the Midland Chapter of the Ninety-Nines.



#48

PILOT: JANET FERGUSON, Middlesex, England.

AIRPLANE: Champion 7EC. 90 h.p.

Janet will be flying her first TAR solo. She has a commercial license SEL with instructor rating and 2090 hours logged. She has worked as a Ferry Pilot, and does instructing and aerial photographic work for several aircraft dealers in England. She is a member of the Women's Royal Air Force Volunteer Reserve and in 1955 won the Amy Johnson scholarship. She is a member of the 99s, the AOPA, the British Women Pilots Association, the Royal Aero Club and the Tiger Club, and has been a Kelly Girl in San Francisco for the last several months.





#49

PILOT: (L) BARBARA E. LONDON, Long Beach, California.
CO-PILOT: (R) NORMA CRAIG, Long Beach, California.
AIRPLANE: Cessna 182 Skylane. 230 h.p.

Barbara will be flying the TAR for the fourth time. She holds a commercial license, SMEL&S, with instructor ratings and has logged 3700 hours. She was a WASP during WW II and is now a major in the USAFRes. She has been on the board of directors of the AWTAR for 12 years and is on the executive committee of the 99s. Her husband, Jack, has served the AWTAR many times as starter.

Norma will be flying the TAR for the first time. She holds a private license with 250 hours logged.



#50

PILOT: MARIE McKAY, Grand Blanc, Michigan.
AIRPLANE: Cessna 172 Skyhawk. 145 h.p.
SPONSOR: Superior Pontiac Cadillac, Flint, Michigan.

"Sammy" will be racing in her fifth TAR solo. She is vice-chairman of the Michigan Chapter of the Ninety-Nines and holds a commercial license with over 500 hours logged. Her husband, George, is vice-president of Superior Pontiac Cadillac. They have one son.



#51

PILOT: (L) ALBERTA NICHOLSON, Salt Lake City, Utah.
CO-PILOT: (R) MAXINE NIELSON, Springville, Utah.
AIRPLANE: Cessna 180. 225 h.p.
SPONSORS: Central Utah Aviation, Provo, Utah; Elko Travel Bureau, Salt Lake City; Many Friends.

Alberta will be flying in her fourth TAR. She is a commercial flight instructor with 1900 hours logged. She was a WASP during WW II and is presently employed as a recreation therapist at the V.A. Hospital in Salt Lake City. Alberta is a member of the 99s, Utah Chapter. She and her husband, Walter, have two sons.

This will be the first TAR for Maxine. She has a private license SEL, with 189 hours logged. She is employed as a Claims Stenographer by the Social Security Administration in Provo, Utah.



#52

PILOT: (R) ESTHER PHIPPS, Sacramento, California.
CO-PILOT: (L) ELAINE LANCASTER, Sacramento, California.
AIRPLANE: Beechcraft 35B33 Debonaire. 225 h.p.
SPONSOR: West Coast Avionics, Sacramento, California.

This team is flying their first TAR. Esther has a commercial license with 290 hours logged. Her husband, Lewis, who is also a pilot, is a physician in Sacramento and they have two children, aged 17 and 22. Esther is a member of the Petticoat Pilots.

Elaine has a private license with 254 hours. Her husband, Burt, is an attorney and they have four children. She is a member of the Lady Bugs, the Petticoat Pilots and the Sacramento Valley Chapter of the Ninety-Nines.

#53

PILOT: (L) ELAINE LOENING, Pacifica, California.

CO-PILOT: (R) CAROLE TALICH, Boise, Idaho.

AIRPLANE: Piper PA24. 250 h.p.

Elaine will be flying the TAR for the third time. She holds a commercial license with 325 hours logged. She is treasurer of the Eastern Idaho Chapter of the Ninety-Nines and a member of the NAA, and has two children, Lynne and Scott.

In 1960, Carole flew the TAR as Elaine's co-pilot and this year will mark the third time she has entered. She has a commercial license SMEL, SES, instrument and flight instructor ratings and has logged 1880 hours. She has been a flight instructor and charter pilot in Alaska, Washington and Idaho, and co-pilot on a B-18 and C-46, hauling freight in Alaska. She is currently employed as a draftsman by Hughes Aircraft at Mountain Home AFB. Her husband, Frank, is employed on the same missile base as an iron worker. She is a member of the Eastern Idaho Chapter of the 99s.



#54

PILOT: (L) BETTY LAMBERT, San Diego, California.

CO-PILOT: (R) JEAN PARKER ROSE, Gardena, California.

AIRPLANE: Cessna 172. 145 h.p.

This will be the tenth TAR for Betty, having placed second in 1950 and third in 1952 and 1956. She holds Commercial Flight Instructor and Instrument Flight Instructor certificates, SMEL&S, all ground instructor ratings, and is a former instructor of Air Navigation at the Univ. of Mich. She is currently employed as chief pilot at The El Cajon Flying Service.

Jean is racing in her ninth TAR, having placed first in 1950 and was co-pilot for second place in 1957. She holds a commercial license SMEL with over 8500 hours logged. She is a member of the San Fernando Valley Chapter of the 99s and was a WASP in WW II. She and her husband, Rex, operate Rose Aviation Inc. He is also an airline captain of Stewart Air Service.



AUTOGRAPHS

The Neighbors

By George Clark



"No, this isn't my first flight. Back in the thirties I won a transcontinental race in my own plane."

