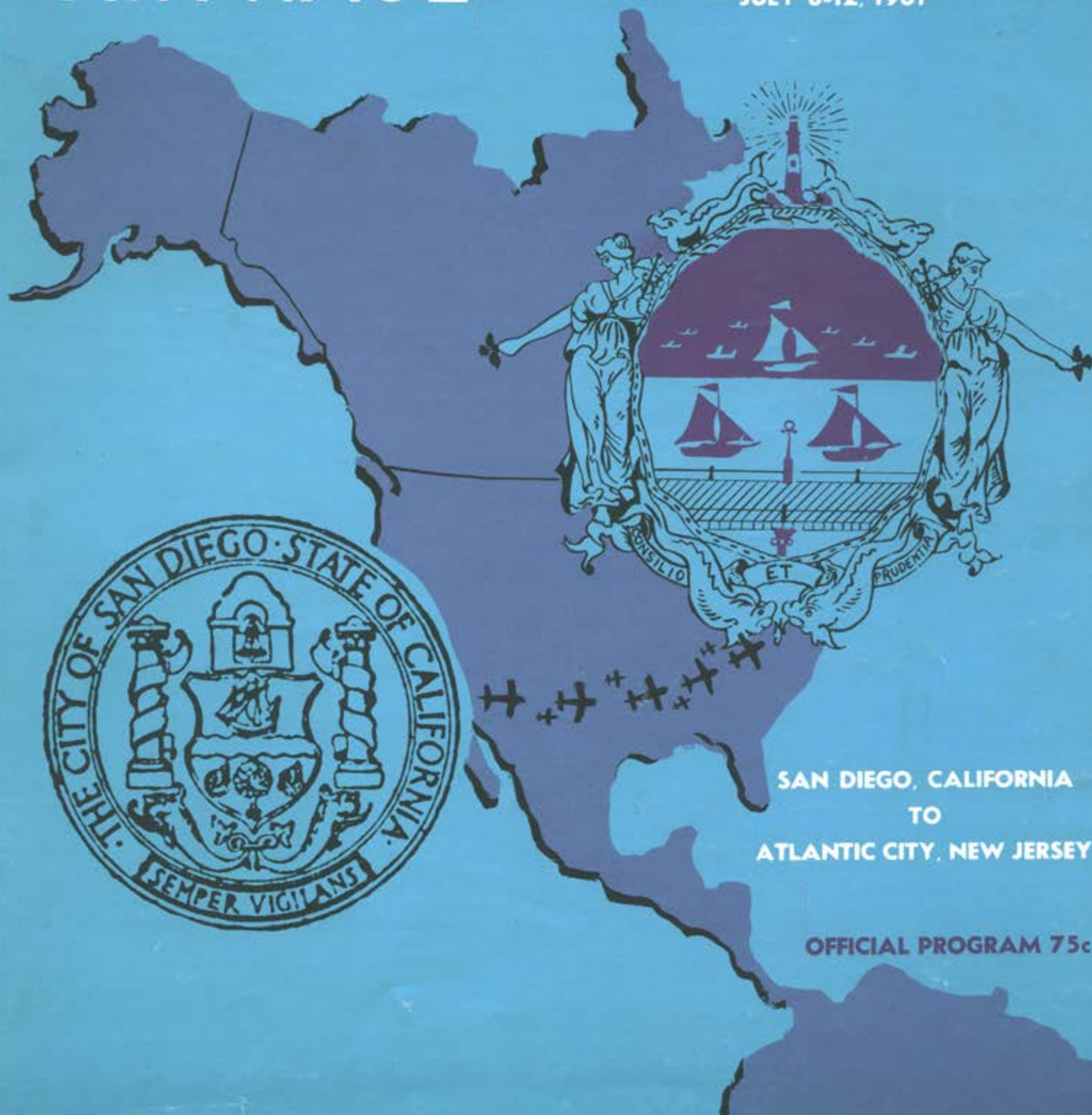


15th Annual

ALL-WOMAN
Transcontinental
AIR RACE

JULY 8-12, 1961



SAN DIEGO, CALIFORNIA
TO
ATLANTIC CITY, NEW JERSEY

OFFICIAL PROGRAM 75c

Thank You

The Board of Directors of All-Woman Transcontinental Air Race, Inc. wishes to express its appreciation to the City and the County of San Diego, California; the San Diego Chapter of Ninety-Nines, Inc.; the City of Atlantic City, New Jersey and the New York-New Jersey Section of The Ninety-Nines, Inc. for sponsoring the Start and the Terminus of the 15th AWTAR. Sincere thanks is also given to the members of the Ninety-Nines, Inc., to the many individuals, and the industrial companies listed below who, because of their interest in the promotion of aviation, have given their support and financial assistance to make possible this Fifteenth AWTAR:

A. C. Allyn & Co., Chicago, Illinois
AC Spark Plug Division, General Motors Corp., Flint, Michigan
Addison Airport, North Dallas, Texas
Aero Commander, Bethany, Oklahoma
Air Facts, Inc., Princeton, New Jersey
Baker Aircraft Sales, Long Beach, California
Bendix Aviation Corp., Detroit, Michigan
Beech Aircraft Corp., Wichita, Kansas
Cessna Aircraft Co., Wichita, Kansas
Champion Spark Plug Co., Toledo, Ohio
Champs Aviation, El Paso, Texas
Continental Motors Corp., Muskegon, Michigan
Convair, San Diego, California
Esso Standard, Division of Humble Oil & Refining Co., N.Y., N.Y.
Hartzell Industries, Inc., Piqua, Ohio
Hawthorne Aviation, Charleston, S. C.-Fort Rucker, Ala.
North American Aviation, Inc., Los Angeles, California
Pacific Airmotive Corp., Burbank, California
Phillips Petroleum Co., Bartlesville, Oklahoma
Piper Aircraft Corp., Lock Haven, Pennsylvania
Southwest Air Rangers, El Paso, Texas
United States Aviation Underwriters, Inc., New York, N.Y.

Other individuals, groups and companies who have contributed leg prizes and other special awards and those who have contributed locally to help defray expenses at the start, terminus and at the route stops are listed elsewhere in this program. To these also we wish to express our thanks and appreciation.

We Also Wish To Thank

The "ham" radio operators for organizing a coast-to-coast net for the race and providing amateur radio communications between all stops on the route and the Hammarlund Mfg. Co., Inc., New York for furnishing a transmitter and receiver for the terminus. (See page nine.)

Royal Precision Corporation, owned jointly by the Royal McBee and General Precision Equipment Corporations, for setting up a "LGP-30," an electronic, digital, internally stored program computer, at Atlantic City, New Jersey. Desk size, the LGP-30 has space for 4,096 words on its memory drum, and will compute overall and leg elapsed time scores within minutes after each place has crossed the finish line. We greatly appreciate their cooperation with us in computing the scores.

Simplex Time Recorder Company, Gardner, Mass., and their dealers for supplying the official time stamps for recording the contestants' time at each designated airport on the route. This is the 12th year that "Simplex Time" has been the official AWTAR time upon which all scores are computed. We are very grateful to Simplex for the excellent service they have given us.

THE STORY OF THE RACE



There were cross-country races for women long before World War II. Those who flew them were a hardy and daring lot! In the early days open cockpits called for helmets and goggles, and the questionable reliability of the engines made parachutes mandatory for safety. There were very few radio aids to navigation then, and pilots had to rely upon their ability to navigate with a road map. Transcontinental races in the 20's and 30's were very daredevilish—exciting and not a little dangerous.

How different it is today! World War II brought about many changes in the field of aviation. There was a general increase in public interest, funds were made available for the development of a maze of airways criss-crossing the country, and the airplane came into its own as a comfortable and reliable means of transportation.

During the war many women pilots used their previously gained training and ability to serve as pilots with the Army Air Corps and as instructors in the Civil Pilot Training Program. Now, the war over, these women turned their attention to stimulating air activities in the peace-time world as an outlet for their hard earned skills and their enthusiasm for flying.

In 1947 the Florida Chapter of The Ninety-Nines scheduled an "All-Woman Air Show" to be held at Tampa and invited women pilots from all over the country to participate. A race from the West Coast to Tampa to tie in with this event was planned but lack of time and organization prevented getting a large field of entrants. Two airplanes were entered, but only one actually flew the race. Thus began the All-Woman Transcontinental Air Race which was to become known by the press as the "Powder Puff Derby."

Six planes entered the competition over the same general route in 1948 and in 1949 the number of entries jumped to 16. Since its beginning the race had been closely associated with the Ninety-Nines, Inc., international organization of women pilots calling on the membership of this organization for assistance in planning and operating this coast-to-coast event. Now, in addition, the rules were written so as to comply with the international Sporting Code of the Federation Aeronautique Internationale and sanction of the race was obtained from the National Aero-

nautic Association, the United States representative of the FAI. The first of the series of souvenir type Official Programs was printed in 1950 and this year saw 23 airplanes competing in the race from San Diego, California to Greenville, South Carolina.

In 1950 All-Woman Transcontinental Air Race, Inc. was incorporated in the State of California as a non-profit corporation with a five-member Board of Directors.

In 1951 and 1952 during the Korean war the race was operated as a training mission, "Operation TAR," with the object of providing a "refresher and training course" in cross-country flying for women whose services as pilots might once again be needed by their country.

Forty-four airplanes took part in Operation TAR '51 and the take-off was accomplished with military-type precision in 10 minutes.

A letter published in the program from Gen. Hoyt Vandenberg, Chief of Staff, USAF, said in part, "In each of the five transcontinental air races flown since 1947 the cause of aviation in the United States has been advanced . . ." The All-Woman Transcontinental Air Race had grown, it had a purpose, it was recognized, and it was respected.

The steady growth of the race—in prestige and size—through the ensuing years brought many changes. The number of directors increased to 11, additional committees formed, a more thorough system of handicapping developed, and the book of Rules and Regulations doubled and then tripled in size. By 1958 the number of entries has climbed to 69, the race had gained wide recognition, and its story could be read in newspapers all over the world. The race has become international in aspect with women from other countries participating. The Fourteenth Annual AWTAR (1960) from Torrance, California to Wilmington, Delaware had 85 entries. And so we still grow! The AWTAR is the largest aviation competition for women only, in the world.

As this 15th-in-the-series becomes a reality we realize and appreciate that this race is possible only because we live in a free country where FREEDOM OF THE SKIES is ours to enjoy.



RESUME OF PAST RACES

Year	Start and Terminus	Total Miles	Planes Entered	Winners Pilot & Co-Pilot	Aircraft	Average 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, Calif. to Wilmington, Del.	2509	85	P—Aileen Saunders CP—June Douglas	Cessna 172	136.0



MRS. CAROLYN WEST
1947



MRS. FRANCIS NOLDE
1948



MRS. LORETTA FOY SAVORY
1949



MRS. JEAN PARKER ROSE
1950



MRS. CLAIRE WALTERS
1951



MRS. SHIRLEY FROYD
1952



MRS. FRANCIS BERA
1953, '55, '56, '58



MRS. RUTH DEERMAN
1954



MRS. ALICE ROBERTS
1957



MRS. AILEEN SAUNDERS
1959-1960

ALL-WOMAN TRANSCONTINENTAL AIR RACE, INC., BOARD OF DIRECTORS

The All-Woman Transcontinental Air Race is organized, owned, and administered by a non-profit corporation, The All-Woman Transcontinental Air Race, Inc. The primary purposes of this corporation are:

- To advance the interests of women pilots in aviation.
- To encourage the development of facilities for private flying.
- To foster private flying.
- To elevate the standards of private flying and aeronautics and to promote the general welfare of individuals, associations, and incorporations engaged therein.
- To instill in all pilots a higher regard for the laws and regulations pertaining to flying and proper observance thereof.
- To assert a wholesome influence on the general public with the purpose of instilling in them an acceptance and understanding of aircraft as a means of transportation.
- To conduct an annual all-woman transcontinental air race designed to provide safe competition in cross-country flying for women; to provide a controlled event that will attract favorable comment, thus advancing the cause of women in the field of aviation; to create activity in private flying, thus contributing to the progress of personal aviation; to demonstrate that flying is fun as well as a means of time-saving transportation; and to attract the general public to both private and commercial aviation by establishing favorable aviation propaganda, thus making a contribution to the air age in which we live.
- To co-operate with other organizations and individuals in the promotion of these objects and purposes.

The race is financed by voluntary contributions from the cities and/or organizations at the Start and Terminus, the aviation

industry, the membership of The Ninety-Nines, Inc., and by entry fees.

This corporation is operated without pecuniary profit to the members by a Board of Directors composed of eleven members whose duties are:

1. To review and revise the official Rules and Regulations.
2. To establish awards for the winners.
3. To set the handicaps (par speeds).
4. To set up a thorough system of inspections to assure that all airplanes are eligible in accordance with the Rules and Regulations.
5. To carry on continuous promotion of the Race through publicity and public relations throughout the year as well as edit, print, and distribute the official AWTAR Program.
6. To prepare for the Race Committees all Standard Forms and Standard Operating Procedures for operating the race.
7. To set the dates, select the Start and Terminus points, determine the best route for the race, designate airports as official stops, and set up a system of timing at the Start, Terminus, and all en route stops.

MISS SYLVIA ROTH is the Mid-West Representative for the Board of Directors. This is her third year on the Board, and she will be racing in her eighth TAR. She holds an ATR, SEL, MEL, SES, MES, Flight Instructor, Instrument, and all Ground Instructor ratings. She has 6500 hours flying time. She is executive pilot for Encyclopedia Britannica Films and a member of the Chicago Area Chapter of The Ninety-Nines, Inc.



MRS. TERESA VASQUES is serving her second year on the Board. She will be competing in her third TAR this year and holds a Private Certificate, SEL rating. She has 500 hours flying time. She is a Dynamics Engineer at Convair. Terry is Chairman of the San Diego Chapter of The Ninety-Nines, Inc.



CHAIRMAN BETTY H. GILLIES is serving her 11th year on the Board and her ninth year as Chairman of the Board of Directors. She has been a contestant in four previous TAR's. She holds a Commercial Certificate, SEL, SES, MEL, MES, Flight Instructor, and Instrument Ratings and has 4090 hours flying time. Betty was a WASP Squadron Commander during WWII. She is a Chartermember of the Ninety-Nines, a Past International President, and a member of the San Diego Chapter of the Ninety-Nines, Inc.



VICE-CHAIRMAN and East Coast Representative for the Board is MRS. KAY BRICK. She has been a member of the Board since 1950, has served as an Official Timer, an Official at the Start and at the Terminus, and has raced in five TAR's. She holds a Commercial Certificate, SEL, MEL, and Flight Instructor ratings with 4100 hours flying time. She was a WASP during WWII, is a Past President of the Ninety-Nines, Inc., and is a member of the New York-New Jersey Section.



MRS. GERTRUDE LOCKWOOD is serving her second year on the Board. She is in charge of promotion and Public Relations for the AWTAR. She was Race Chairman for the Start in 1958 and a spearhead in the ICAO convention at San Diego. She holds a Private Certificate SEL rating with 600 hours flying time. She is Publicity Chairman of the San Diego Chapter of The Ninety-Nines, Inc.



TREASURER AND EXECUTIVE SECRETARY for the Board of Directors is MRS. BARBARA LONDON. She has served on the Board since 1950 and is in charge of the Race Operations. She has flown in three TAR's, holds a Commercial Certificate, SEL, MEL, SES, MES, Flight Instructor and Instrument ratings and has 3400 flying hours. Barbara was a WASP Squadron Commander during WWII, is on the Executive Committee of The Ninety-Nines, Inc. and is a member of the Long Beach Chapter.



MRS. MARIAN JEPSEN is Secretary and Editor of the Official Program. This is her second year on the Board. She has a Commercial Certificate, SEL, Ground Instructor, and Instrument ratings. She has flown in five TAR's. She is a member of the San Diego Chapter of The Ninety-Nines, Inc.



MRS. IRIS CRITCHELL has been a member of the Board for eight years. She will be racing in her eleventh TAR this year. She holds a Commercial Certificate, SEL, MEL, Flight Instructor, Instrument, and seven Ground School Instructor ratings. She has 5000 hours flying time. She was a WASP during WWII and is a member of the Long Beach Chapter of The Ninety-Nines, Inc.



MRS. SELMA CRONAN is serving her first year on the Board. She will be racing solo in her second TAR this year. She holds a Private Certificate, SEL rating and has 800 flying hours. She is a member of the New York-New Jersey Section of The Ninety-Nines, Inc.



DIRECTOR OF ROUTE OPERATIONS, MRS. LOIS BARTLING, is serving her fifth year on the Board. She was the route surveyor in 1954 and 1960 and has competed in eight TAR's. Lois holds a Commercial Certificate, with 1500 hours flying time. She is a member of the San Diego Chapter of The Ninety-Nines, Inc.



MRS. MARGARET ROSS is serving her first year on the Board. She is entering her first TAR this year and was Inspection Chairman for the Start in 1960. She holds a Private Certificate, SEL rating with 300 hours. She is Secretary of the Long Beach Chapter of The Ninety-Nines, Inc.



AWARDS

PERPETUAL ROTATING TROPHY NOW ON DISPLAY IN THE NATIONAL AIR MUSEUM, WASHINGTON, D. C.



FIRST PLACE

1. AWTAR FIRST PLACE TROPHY—miniature trophy for co-pilot.
2. Silver Tray (rotating) (donated in 1950 by the Carolinas Chapter, The Ninety-Nines, Inc.)
3. \$800.00 CASH
4. J-AID Manual (with 1 year revision service)
Large United States Wall Map for Co-pilot (Presented by Jeppesen & Co., Denver, Colorado)
5. Name inscribed on Perpetual Rotating Trophy which is kept on display in the National Air Museum, Washington, D. C. (donated in 1950 by the San Diego Chapter of The Ninety-Nines, Inc.)

SECOND PLACE

1. AWTAR SECOND PLACE TROPHY—miniature trophy for co-pilot
2. \$600.00 CASH
3. Flight Case, Large Map of the World for the co-pilot (Presented by Jeppesen & Co.)

THIRD PLACE

1. AWTAR THIRD PLACE TROPHY—miniature trophy for co-pilot
2. \$500.00 CASH
3. CSG-2P Computer, CR-2 Computer for the co-pilot (Presented by Jeppesen & Co.)

FOURTH PLACE

1. AWTAR FOURTH PLACE TROPHY—miniature trophy for co-pilot
2. \$400.00 CASH
3. CR-3 Computer, CK-1 Computer for co-pilot (Presented by Jeppesen & Co.)

FIFTH PLACE

1. AWTAR FIFTH PLACE TROPHY—miniature trophy for co-pilot
2. \$200.00 CASH
3. CSG-1P Computer, Map of the United States for co-pilot (Presented by Jeppesen & Co.)

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

1. \$50.00 CASH (donated by a friend of The Ninety-Nines through the Michigan Chapter)
2. Silver Bowl (presented by the Chicago Area Chapter. The Ninety-Nines)

FOR THE HIGHEST SCORE MADE BY A CREW WHOSE COMBINED TOTAL TIME AS PILOT IN COMMAND IS 500 HOURS OR LESS

1. \$100.00 CASH (presented by FLYING MAGAZINE)

FOR THE BEST SCORE MADE BY EACH MAKE AND/OR MODEL AIRPLANE OF WHICH THERE ARE AT LEAST THREE IN COMPETITION

1. \$50.00 CASH (for each class)

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

1. Antique Silver Cup (donated by Countess Lilly Coudenrove Kalergi of Geneva, Switzerland)

AC SPARK PLUG AWARDS—TO BE PRESENTED TO THE WINNERS IF THEY ARE USING AC SPARK PLUGS

1. \$300.00 CASH—First Place
2. \$200.00 CASH—Second Place
3. \$100.00 CASH—Third Place
4. \$ 50.00 CASH—Fourth Place
5. \$ 25.00 CASH—Fifth Place
(presented by the AC Spark Plug Division, General Motors Corp., Flint, Michigan)

CHAMPION SPARK PLUG AWARDS—TO BE PRESENTED TO THE WINNERS IF THEY ARE USING CHAMPION SPARK PLUGS

1. \$300.00 CASH—First Place
2. \$200.00 CASH—Second Place
3. \$100.00 CASH—Third Place
4. \$ 50.00 CASH—Fourth Place
5. \$ 25.00 CASH—Fifth Place
(presented by Champion Spark Plug Co., Toledo, Ohio)

LEG PRIZES—1961 AWTAR

Leg #	From	To	Award	By
1.	San Diego	Yuma	\$ 75.00	Yuma County Chamber of Commerce
2.	San Diego	Tucson	25.00	Norman Smith Trucking Co.
3.	San Diego	El Paso	100.00	Champs Aviation and Southwest Air Rangers
4.	Tucson	Midland	25.00	
5.	El Paso	Abilene	100.00	Champs Aviation and Southwest Air Rangers
6.	Midland	Dallas	50.00	Addison Airport, North Dallas, Texas
7.	Abilene	Shreveport	50.00	Abilene Chapter, 99's
8.	Dallas	Jackson	50.00	Addison Airport North Dallas, Texas
9.	Dallas	Montgomery	50.00	Alabama Chapter of Ninety-Nines, Inc.
10.	Shreveport	Montgomery	25.00	
11.	Jackson	Greenville	25.00	
12.	Montgomery	Lynchburg	25.00	
13.	Greenville	Hagerstown	40.00	Eastern Penn. Chapter, 99's
14.	Hagerstown	Atlantic City	100.00	Eastern Penn. Chapter, 99's



PREPARING TO STAMP OFFICIAL LOG BOOK ON SIMPLEX TIME STAMP ON LANDING AT A STOP

THE AWTAR HANDICAPPING

METHOD OF HANDICAPPING AND SCORING

A "Par Speed" in knots is established by the All-Woman Transcontinental Air Race Board for each make and model of airplane. These "Par Speeds" are determined from:

1. Performance figures from actual flight under average race conditions.
2. Manufacturers' performance figures.
3. Aerodynamic analysis.

The winner will be that airplane which achieves the highest ground speed in relation to its "Par Speed." To arrive at the score, the "Par" or handicap speed of each airplane is subtracted from the average ground speed achieved by that airplane. Hence, the winner can not be determined until after all airplanes have crossed the finish line and their average ground speed for the entire course have been computed by the Official Timers at the terminus.

HANDICAP "PAR SPEEDS"

AIRCRAFT MAKE & MODEL	FUEL CAP. (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 3 knots
BEECH BONANZA H35	60	240	158
BEECH BONANZA J35	60	250	158
BEECH BONANZA K35, M35	70	250	158
BEECH BONANZA N35	80	260	159
BEECH DEBONAIRE 33, A33	50	225	151
BEECH DEBONAIRE 33, A33	70	225	152
CESSNA 150 (1959-60) & 150A (1961)	26	100	100
CESSNA 150 (1959-60) & 150A (1961)	38	100	101
CESSNA 170A, 170B	42	145	105
CESSNA 170A, 170B (Met-Co-Alre Tri-Gear)	42	145	103
CESSNA 172 (without streamlining)	42	145	103
CESSNA 172 (with streamlining)	42	145	104
CESSNA 172A (1960) (without streamlining)	42	145	105
CESSNA 172A (1960) (with streamlining)	42	145	106
CESSNA 172, 172A, 172B (with 18 gal. aux tank)			Add 2 knots
CESSNA 172B (1961) (without streamlining)	42	145	107
CESSNA 172B (Skyhawk) (1961) (with streamlining)	42	145	108
CESSNA 175, 175A, 175B (without streamlining)	52	175	116
CESSNA 175, 175A, 175B (with streamlining)	52	175	117
CESSNA 175, 175A (with 18 gal. aux tank)			Add 1 knot
CESSNA 180 (without streamlining)	60	225	133
CESSNA 180 (without streamlining)	65	230	134
CESSNA 180C (1960) (without streamlining)	65	230	135
CESSNA 182 (1956, 1957, 1958 Skylane model or 182 with streamlining)	65	230	132
CESSNA 182 (1959) SKYLANE OR 182 with streamlining	65	230	133

AIRCRAFT MAKE & MODEL	FUEL CAP. (GALS)	HP	PAR (KNOTS)
CESSNA 182C (1960) (Skylane or 182C with streamlining)	65	230	134
CESSNA 182, 182C all models without streamlining			Subtract 2 knots
CESSNA 180, 182, 182C OR SKYLANE with 13 or 18 gal. aux tank			Add 1 knot
CESSNA 195	81	275	134
CESSNA 195	81	300	139
CESSNA 210 (1960)	65	260	155
CESSNA 210A (1961)	84	260	157
CHAMPION 7 EC (tail wheel)	26	90	83
CHAMPION 7 FC "TRI-TRAVELER"	26	90	80
CHAMPION 7 GC "SKY TRAC"	37	140	92
MOONEY MARK 20	49	150	132
MOONEY MARK 20A (1958, 59, 60)	49	180	141
MORRISSEY 2150 (Ser. #FP-2 thru FP-9 only)	35	150	108
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 (1951-52) (prior to Ser. #22-807)	36	125	102
PIPER PA-22 (1951-52) (prior to Ser. #22-807)	36	135	105
PIPER PA-22 (1953-54)	36	135	101
PIPER PA-22	36	150	105
PIPER PA-22	36	160	107
PIPER PA-22 (with streamlining)			Add 2 knots
PIPER PA-22 (with 8 gal. aux tank)			Add 1 knot
PIPER PA-22 (CARIBBEAN) (1961) (with streamlining)	36	150	108
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	60	250	150
PIPER PA-24 COMANCHE (1961)	90	250	152
PIPER PA-24 COMANCHE (with tip tanks)	90	180	136
PIPER PA-24-250 COMANCHE (with tip tanks)	90	250	153

These handicaps apply **ONLY** to the specific airplane, engine models, propellers, and fuel capacity combinations stated above. **NOTE:** Some airplane models shown above were manufactured both before and after the January 1, 1951 date required in the Race Rules, Section E., para. 1, 2, 3, and 4. To be eligible to race, the airplane must bear a date of manufacture of January 1, 1951, or later.

THE OFFICIAL TIMERS

The All-Woman Transcontinental Air Race is sanctioned by the National Aeronautics Association and is conducted under the rules and regulations of the Federation Aeronautique Internationale. The timing and scoring is the duty and responsibility of the Timers' Committee, eight women designated as Official NAA representatives and timers for the race. The timers are responsible to the NAA for the enforcement of applicable FAI regulations and the AWTAR published rules.

The two official timers at the start are responsible for the accurate recording of take-off time for each contestant. They ascertain that each pilot holds a current FAI Pilots Annual Sports Registration, and they submit a report to the NAA on all entries, including airplanes, their identifications, and the official starting time of all contestants.



Mrs. Priscilla Wilson, Chairman of the Timers' Committee, is serving her second consecutive year as an Official Timer. She holds a Commercial Certificate, SEL and SES ratings. She is a member of the New York-New Jersey Section of The Ninety-Nines, Inc. and was an Aeronautical Engineer for Curtiss Wright Corp. doing Aeronautical Flight analysis for electronic flight simulators such as B-52, DC-8, 707, and Electras.

Miss Irma (Babe) Story, Official Timer at the Start, will be an Official Timer for the seventh time. She was a WASP during WWII, holds a Commercial Certificate, SEL and Flight Instructor ratings, and has 5700 flying hours. She flies a Cessna 310 for Mojave Electric Co. She has raced in two TAR's, placing third in 1950. Babe is a member of the San Fernando Valley Chapter.



Mary Lowry is serving as Official Timer at the Finish for the second consecutive year. She holds a Commercial Certificate, SEL, Instrument, and Glider ratings with 250 flying hours. She is an Aviation Education Officer for the South Shore Squadron of the CAP and is Secretary of the New England Section of The Ninety-Nines, Inc.

Joan Hrubec is serving her first year as a Timer at the Finish. She has raced in three TAR's, holds a Private Certificate SEL rating and has 800 flying hours. She is a member of the All-Ohio Chapter of The Ninety-Nines, Inc. She is Production Manager for the Balas Collet Mfg. Co.

Jack London, Jr. will be the Official Starter of the race for the eighth time. His crew will see that the planes are lined up correctly, that all engines are started, and that the

They also listen to, and assist with making, decisions on any protests that might be filed before the start of the race.

The six official timers at the finish are responsible for the accurate recording of the time each contestant crosses the finish line, computing the elapsed time of each contestant and submitting the final scores to the AWTAR representative at the finish and to the Contest Division of the NAA. Two members of the timers' committee at the finish also serve as members of the protest board in the event a protest is filed.

The computing of each contestant's score will be done this year by a LGP-30, an electronic digital computer, produced by Royal-McBee Corporation. This computer will figure overall and leg elapsed time scores within minutes after each plane has crossed the finish line.



Miss Helen Dick, Official Timer at the Start, has been Official Timer for five TAR's and has raced in one TAR. She holds a Private Certificate, SEL and Glider ratings and holds a Silver "C" FAI Soaring award. Helen is a tow pilot for the Associated Glider Club of Southern California. She is a member of the Soaring Society of America and the San Diego Chapter of The Ninety-Nines, Inc.

Evelyn Bryan is serving her first year as Official Timer. She has competed in five TAR's, worked on inspections at the 1958 terminus, and was Chairman of Inspection at the Start in 1959. She has ATR, SEL, SES, MEL, Rotorcraft, Flight Instructor, and Instrument ratings. She is an FAA Pilot Examiner and Co-owner of the Morristown Flying Service, Inc. where she instructs flying.



Esther Gardiner is serving her first year as a timer. She was Chairman of the Start in 1959 and has raced in four TAR's, placing third in 1955. She holds a Private Certificate, SEL, and SES ratings with over 800 hours flying time. She is a member of the New England Section of The Ninety-Nines, Inc.

Miss Constance Hahn is serving her second year as Official Timer at the Finish. She served on the TAR Official Race Committee in 1952, '53, and '55. She holds a Commercial Certificate SEL rating and is a member of the New York-New Jersey Section of The Ninety-Nines, Inc.

OFFICIAL STARTER

planes keep moving to the starting line where the pilot will receive her log book with the take-off time entered seconds before London flags her off.

SPONSORS



2 WESTERNER HOTEL, ARCADIA, CALIFORNIA AND UPLANDER MOTOR HOTEL, UPLAND, CALIFORNIA



#20 THE DECKER CORPORATION, BALACYNWOOD, PENN.



#34 V. R. DENNIS CONSTRUCTION CO., SAN DIEGO, CALIFORNIA



TAR #15 SWINGLE AVIATION — UNITED RENT-ALLS, COLUMBUS, OHIO



#28 RAMADA INN, PHOENIX, ARIZONA



#36 BELMONT AVIATION CORPORATION, LONG BEACH, CALIF.



#16 SILVER CITY, GRANT COUNTY, NEW MEXICO



#29 SKYWAY SERVICE, VAN NUYS, CALIFORNIA



#48 LAS PALMAS AIR SERVICE, RIVERSIDE, CALIFORNIA



#17 KOTT MOVING & STORAGE CO., BERWYN, ILLINOIS



#33 KING HARBOR, REDONDO BEACH, CALIF.



#50 GREATER PHILADELPHIA MAGAZINE, PHILADELPHIA, PENN.



#51 FANTASYLAND, GETTYSBURG, PENN.



#54 CLEVELAND & BUFFALO TRANSIT CO., INC., CLEVELAND, OHIO



#56 TUCSON BOYS CHORUS, TUCSON, ARIZONA

Sponsors of race contestants are an integral part of the AWTAR.

Plugging the Sponsors is done enthusiastically by the pilots.

Only a few girls would be able to fly the AWTAR without their sponsors.

Ninety-Nines, Inc.—Cities and/or Organizations at the Start and Terminus, and industries help sponsor the AWTAR.

Sponsors of the pilots may be interested companies, chambers of commerce, cities, or airports.

Our debt of gratitude to all these sponsors is large, indeed.

Rewards from sponsorship accrue to the sponsors, in the form of publicity—to the race in general, as well as to the contestants.

Sponsors are obviously interested in Aviation and in women's part in the air age.



#61 ARCHWAY HOME STYLE COOKIES—COAST TO COAST



#62 DANBURY CHAMBER OF COMMERCE, DANBURY, CONN.



#66 MISS AND MRS. FASHIONS, SAN BERNARDINO, CALIF.



#69 CHURCHILL COUNTY CHAMBER OF COMMERCE, FALLON, NEVADA



#73 LOS ANGELES PRECISION OPTICAL INDUSTRIES, LOS ANGELES, CALIF.



#74 CUCKLER STEEL SPAN COMPANY, MONTICELLO, IOWA

THE AMATEUR RADIO COMMUNICATIONS NET



MRS. CAROLYN CURRENS, GENERAL CHAIRMAN

Again this year, for the tenth consecutive year, amateur radio operators (hams) are rendering a very helpful and unique service to the race by providing radio communications along the route from coast-to-coast. Operating mobile and fixed radio stations at San Diego and Atlantic City and at all "designated airports" on the route, hams will maintain a constant listening watch throughout the race and will relay the contestants' arrival and departure times at each stop for the information of officials, press, relatives and friends. In addition 2 meter equipment will be set up to handle communications between the airport and the hotel headquarters at both the starting point and terminus of the race.

More than 100 ham operators will be working on this net and the airwaves will be literally humming with race information! Besides, interested hams (and short wave listeners too) throughout the country will be keeping tabs on the race through this medium of amateur radio by monitoring the net and assisting when necessary in the relay of messages and general information.

Mrs. Carolyn Currens, W3GTC, of Norristown, Pa., is serving for the fourth year as General Chairman of the net. Working with her as local chairmen are:

San Diego, Calif.—Barbara Davis, W6VSL; Yuma, Ariz.—Harry McElfresh, W7ANB; Tucson, Ariz.—John Buchanan, K7CRO; El Paso, Tex.—Wade Williams, K5ILG; Midland, Tex.—George Martin, K5ODH; Abilene, Tex.—Morris Clack; Dallas, Tex.—Grace Reynolds, W5WLO; Shreveport, La.—Evelyn Ewing, K5TXQ; Jackson, Miss.—Margaret Brown, W5TXK; Montgomery, Ala.—Betty Collier, K4ZNK; Greenville, S.C.—Green Giebner, W4CPX; Lynchburg, Va.—Hagerstown, Md.—Cy Jones, W3EHA; Atlantic City, N.J.—William Dogantzis, WA2OUJ, and Irving Cohen, K2GGB.

The net frequency will be 7.210 m.c. (alternate 3.950 m.c.).

ROUTE SURVEYORS



Two weeks before the start of the race, the route is surveyed by an experienced crew to ascertain that all required preparations have been made at each of the designated refueling stops. These preparations include setting up the official clock with which elapsed flying times are recorded, checking the clock for accuracy, making sure that it will be manned by a responsible person and that the clock is clearly and visibly marked. They mark the location of the clock on airport diagrams for distribution at Pilots' briefing. The route surveyors meet with the Airport managers, Chief Controllers of the Control Tower, FAA Flight Service, and the FAA Safety Inspectors who will be monitoring the race for discussions about the operation of the race and its handling in accordance with the published AWTAR Rules and Regulations. They check with the Forecaster of the Weather Bureau emphasizing the importance of route forecasts, winds aloft, and sequence reports to the pilots. Aircraft services are alerted to be able to refuel and service the aircraft rapidly. The local Ninety-Nine is contacted to be sure arrangements for housing, transportation, and manning the clock are complete.

Route Surveyors for this year's race are Mrs. Barbara Kiernan, Boston, Massachusetts, and Mrs. Barbara Evan, Manhasset, New York. Their biographies are included in the race contestants under Entry Number Five. They will do the surveying enroute to the start of the AWTAR in San Diego, California.



MONTGOMERY FIELD—MR. JOHN CROGHAN, AIRPORT MGR.



START COMMITTEE

Top Row, left to right: Mrs. Betty Lambert, Gina Pournelle. Second Row: Mrs. Elsie Watson, Impound; Mrs. Aileen Saunders; Mrs. Isabelle McCrae and Mrs. Dottie Sanders, Co-Chairmen for the Start. Front Row: Mrs. Gertrude Lockwood, Publicity; Mrs. Gerry Vickers, Hospitality; and Mrs. Terry Vasques, Chairman of the San Diego Chapter.

PROGRAM OF ACTIVITIES July 1 - 8, 1961

- July 1: 6:00 P.M. Circle Arts Theatre, "Silk Stockings," starring Juliet Prowse
9:00 P.M. Dinner
- July 2: 11:30 A.M. Shopping, Tijuana, Baja California
4:00 P.M. Bull Fights, compliments of Plaza Monumental by the Sea Bull Ring
6:30 P.M. Cocktails, compliments of La Sierra Motel and Restaurant, Tijuana
7:00 P.M. Dinner
8:00 P.M. Jai Alai Games
- July 3: 8:00 P.M. Speech by Dr. Karl E. Voelter, Disaster Control Planning Officer, Bureau of Flight Standards
8:45 P.M. Refreshments, compliments of Bonanza, Pacific Southwest, Western, American, National, Delta and Japan Airlines.
- July 4: 11:00 A.M. Cruise of scenic San Diego Harbor from the Harbor Control Dock, Shelter Island, compliments of San Diego Harbor Department
11:45 A.M. Dock at famous Hotel del Coronado for lunch and swimming in their pool, cabanas and towels compliments of Hotel del Coronado
3:00 P.M. Continue cruise of San Diego Harbor and return.
- July 5: 9:30 A.M. Tour of Convair 880 and 990 Production Lines, compliments of General Dynamics/Convair
6:00 P.M. Tasting of California Wines, Almaden Vineyards, Los Gatos, California, hosts

- 7:30 P.M. Dinner, El Cortez Hotel, hosted by the Phoenix Chapter of the Ninety-Nines, Inc.
Program: Jerrie Cobb, first Lady Astronaut, with a panel composed of Jan Dietrich and Marian Dietrich, Lady Astronauts, Joanne Alford, Aircraft Engineer, and Dr. Emma Clark, M.D.
- July 6: 8:30 A.M. Convention Meeting, The Ninety-Nines, International Organization of Licensed Women Pilots
12:30 M Luncheon, hosted by the Los Angeles Chapter of the Ninety-Nines, Inc.
Program: Zeno Klinker with his subject being "Higher 'n a Kite"
1:30 P.M. Resume Convention Meeting
7:00 P.M. Cocktail Party, at Hotel del Coronado, hosted by Caliente Race Track, Tijuana, Mexico
8:00 P.M. Convention and A.W.T.A.R. Start Banquet, Hotel del Coronado, Coronado, California
Program: Introduction of: Newly elected International Officers of The Ninety-Nines, Inc.
1961 Amelia Earhart Scholarship winner
Race Contestants, Robert Reagan, Mngr. of Radio Station KGB, Master of Ceremonies
- July 7: 2:30 P.M. Pilots' Meeting, A.W.T.A.R. Contestants
- July 8: 6:00 A.M. A.W.T.A.R. Takeoff Breakfast, El Cortez Hotel
Invocation, Rev. S. Dean McBride, Pt. Loma Community Presbyterian Church
8:00 A.M. Montgomery Field, San Diego, California
Program: Master of Ceremonies, "Chuck" Banfe, Chief Pilot, Pan American Airways, who flew around the world in 8½ days in a Bonanza Super V.

THANKS TO THE FOLLOWING

THE SAN DIEGO CHAPTER OF NINETY-NINES, INC. THANKS:

Circle Arts Theatre
San Diego Harbor Department
Hotel del Coronado
Safeway Stores, Inc.
Almaden Vineyards
La Sierra Motel and Restaurant—Plaza Monumental by the Sea Bull Ring—Caliente Race Track, Tijuana, Mexico
Phoenix Chapter and Los Angeles Chapter, The Ninety-Nines, Inc.
San Diego Convention and Tourist Bureau
Hotel El Cortez
Zonta, International
Civil Air Patrol
San Diego Wing Scouts, Troop 256
Air Explorer Scouts
Air Wing, Flotilla 12, U. S. Coast Guard Auxiliary

Aviation Committees, San Diego Chamber of Commerce and Junior Chamber of Commerce
Hansen's Catering Service
Streit Chevrolet
Mark Motors Ford
Lukens Pontiac, Inc.
Angel Flight, R.O.T.C., San Diego State College
Union Oil Company
President Airline
National Air College
FAA: Mr. Jesse L. Eddy

PATRONS

City of San Diego
County of San Diego
Union Tribune Publishing Company
The Ninety-Nines, Inc., Southwestern Section, Sacramento Valley Chapter
Knoxage-Cuyamaca Water Co.

Southbay Airport Co., National City Airport
Santee Air, Inc., Gillespie Field
El Cajon Flying Service, Gillespie Field
Bell Airborne Electronics, Gillespie Field
Saunders Aircraft Enterprises, Gillespie Field
Breise-Johnston Flying Service, Inc., Gillespie Field
Marks Aircraft Repair Service, Gillespie Field
The Air Oasis Co., Lindbergh Field
Straza Industries
Provost F. Smith Parachute Co.
Stellardyne Laboratories, Inc.
Business Forms Printing Co.
NTH Products, Inc.
A. B. Polinsky
El Cajon Valley News
Cosmic Corporation
The Ryan Aeronautical Co.
Gibbs Flying Service, Montgomery Field
Bill Corbett Cafe, Montgomery Field

SAN DIEGO

We are proud that our city was chosen as the Host City for the Start of the 1961 All-Woman Transcontinental Air Race.



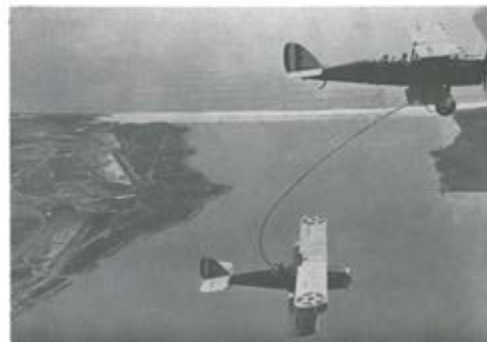
JOHN J. MONTGOMERY MEMORIAL MONUMENT
MARKS THE SITE OF MAN'S FIRST
CONTROLLED FLIGHT, 1883



FIRST SEAPLANE FLIGHT, 1911



FIRST COAST TO COAST NON-STOP FLIGHT, 1921



FIRST PLANE REFUELING IN MID-AIR, 1923



FIRST TRANSCONTINENTAL SEAPLANE FLIGHT
(CONVAIR PBY), 1937



FIRST DELTA WING AIRPLANE FLIGHT
(CONVAIR XF92A), 1948

CRADLE OF AVIATION

HOME OF NAVAL AVIATION

The people of San Diego welcome you to enjoy our many great advantages and world famous hospitality.

CHAS. C. DAIL,
Mayor of the City of San Diego

Photographs provided by Convair Division of General Dynamics and

Historic Collection of The Union Title Insurance Company, San Diego, California



FIRST AIRCRAFT CARRIER LANDING 1911
PICTURE TAKEN 2 DAYS LATER
ON FIRST TAKE-OFF



FIRST MASS AIR FLIGHT
FIRST MASS AIR FLIGHT, 1918



FIRST SUCCESSFUL ROUND-THE-WORLD
FLIGHT, 1924



BUILDING OF THE PLANE IN WHICH LINDBERGH
SPANNED THE ATLANTIC NON-STOP, 1927



FIRST JET SEAPLANE FLIGHT (CONVAIR
SEA DART), 1953



FIRST VERTICAL TAKE-OFF FIGHTER
(CONVAIR POGO), 1954

PARTIAL LIST OF OTHER SAN DIEGO AVIATION FIRSTS

- 1911—First Aerial Photograph
- 1913—First Night Flight
- 1913—First Airmail
- 1913—First Loop the Loop
- 1914—First Aerial Bombing
- 1918—First Transcontinental Squad Flight
- 1924—First Passenger
- 1926—Established First Municipal Board of Air Control
- 1938—First Round the World Seaplane Flight
- 1947—First Transcontinental Helicopter Flight
- 1957—First Jet Ocean-to-Ocean Flight

15th ANNUAL AWTAR RACE ROUTE



Twelve airports between San Diego, California, and Atlantic City New Jersey, have been designated as official refueling stops for the contestants. Official time clocks are set up at these twelve airports so arrival and departure times can be recorded, as time spent on the ground is not included in computing the contestant's score. Special arrangements have been made at these airports for the handling and servicing of the airplanes and for accommodations for crews that remain overnight. Official observers are stationed at the time clocks to ascertain that the timing procedure is conducted in accordance with the published AWTAR Rules and Regulations.

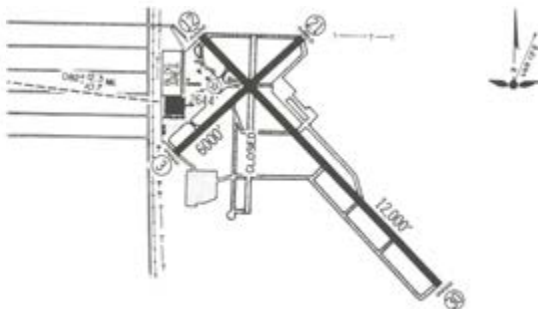


#2 YUMA, ARIZONA, the first designated stop, is located on the lower Colorado River, population 25,000. It is known as the "Sun City," for there are more days of sunshine in Yuma than in any other place in the United States.

Fishing, hunting, boating, swimming and gold make the Yuma area a key recreation point in the Southwest. Some of the interesting sites include the old Arizona Territorial Prison, the Alcatraz of its day, now a state park and the sand dunes, 17 miles west of Yuma, popular locale for desert movies and TV shows from Valentino's desert scenes to the more recent *Ben Hur*.

The Yuma County Airport is 213 alt., has three runways, the longest one 9,600 feet, has a tower and weather information.

Mrs. Martha Cholewski, Redondo Beach, California, will be The Ninety-Nine co-ordinator. Mrs. Madeline Spain is the airport manager, and Mr. Dan Halpin is the Chamber of Commerce representative.



#3 TUCSON, ARIZONA, second designated stop on the route, population 263,829, one of the oldest towns in the United States, was an Indian village "Stook-Zone" meaning "water at foot of Black Mountain." Present day Tucson is a health and winter resort and the business center of Southern Arizona. It is the home of the University of Arizona and Davis-Monathan Air Force Base.

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

Mrs. Virginia Edwards is the Ninety-Nine co-ordinator. Mr. Charles Broman is the airport manager. Mr. George E. South represents the FAA, and Mr. E. Edgar Goyette, the Chamber of Commerce.



#4 EL PASO, TEXAS, "Home of the Sun Bowl," is located in the Southwestern corner of Texas. Ciudad Juarez, just across the Rio Grande, is the largest border city in romantic Old Mexico.

El Paso International Airport, "Home port for 1954 TAR winner Ruth Deerman," is one of the nation's finest. Complete servicing facilities at Champs Aviaiton and Southwest Air Rangers makes El Paso an excellent stop for TAR pilots.

Field elevation is 3,936. It has four runways, the longest being 11,000, a tower and weather information. J. R. (Dick) Mettler is Manager, Mrs. Billie Callaghan is the local Ninety-Nine Chairman, Wade Williams will be in charge of communications, and W. R. (Bill) Thompson, Assistant Manager, will be on hand to greet you. W. W. Wilson will represent the Chamber of Commerce.

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



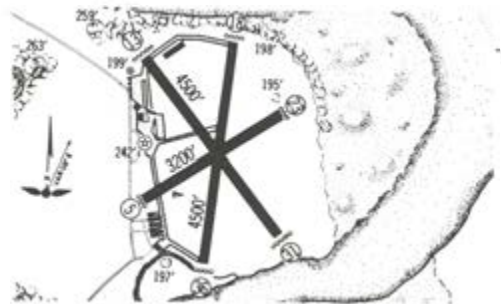
Mrs. Ann Hooks, Abilene, Texas will be The Ninety-Nine co-ordinator; Mr. Glenn Meeks is the airport manager; and Mr. Joe Cooley represents the Chamber of Commerce.



The city of Dallas and its four "island" cities have combined populations of 717,819 and famed as the industrial and commercial giant of the southwest, as well as cultural and civic center. The area ranks third in the nation as an insurance center and is an important oil industry center. Recreation facilities include a 2,500-acre park at White Rock Lake, a \$40,000,000 Fair Park and a network of parks, swimming pools, and recreation centers. In addition North Dallas boasts the Contemporary Art Museum, the Dallas Theater Center, and famed Turtle Creek Drive. Mrs. Martha Ann Reading will be the Ninety-Nine co-ordinator; Mr. Henry Stuart is the airport manager, Mr. F. S. Shine is the FAA representative, and Mr. Moffatt Adams is from the Chamber of Commerce.



Mrs. Helen Hewitt is the Ninety-Nine co-ordinator, Mr. Granville L. Moore is the airport manager, Mr. H. S. Hubbell represents the FAA, and Mr. Henry A. Bronner, the Chamber of Commerce.





#9 JACKSON, MISSISSIPPI, known as the crossroads of the South, is an outstanding medical center and is located in the heart of the state's oil and gas development. The 1960 population was 144,422. Some of the interesting places to visit are the New Capitol, Battlefield Park, Old State Capitol Museum, Mynelle's Gardens, Livingston Zoo, the Natchez Trail.

Jackson Municipal Airport is 343 alt., has four runways, the longest one being 5,400, has a tower and weather information. A new ten million dollar airport to accommodate commercial jet aircraft is under construction.

Mrs. Barbara Reithmaier is the Ninety-Nine co-ordinator, Capt. Thomas A. Turner is the airport manager, Mrs. Norwood Mood represents the FAA, and Mr. Mendell M. Davis, the Chamber of Commerce.



#10 MONTGOMERY, ALABAMA, a city of 136,000, a must stop, is one of America's most interesting cities. At the State Capital a bronze star rests where Jefferson Davis took oath as president of the Confederacy. In 1910 Orville Wright trained the first civilian airline pilot on the site of the present Maxwell AFB.

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

Mrs. Juanita Halstead is the Ninety-Nine co-ordinator, Mr. Josh Couch, Jr., is the airport manager, Mr. Harley W. Clapsaddle represents the FAA, and Mr. John M. Ward, the Chamber of Commerce.



#11 GREENVILLE, SOUTH CAROLINA, is the center of business activity for the industrial Piedmont section. Famous as the "Textile Center of the World," Greenville produces diversified products for the world's markets, which include chemicals, machinery, and fabricated metals. The 1960 population was 66,188. Greenville's location in the foothills of the Blue Ridge Mountains is a natural setting for fishing, swimming, boating, nature walks, and hikes.

The Greenville Municipal Airport is 1,047 feet above sea level, has three runways, the longest being 5,400, a tower and weather information.

Mrs. Jeanne Harley, Spartanburg, S. C., is the Ninety-Nine co-ordinator, Mr. O. L. Andrews is the airport manager, Mr. A. A. Thompson represents the FAA, and Mr. David W. Cooley, the Chamber of Commerce.



#12 LYNCHBURG, VIRGINIA, founded in 1757, is a city of an estimated 55,000 persons, 99% American-born. Some of the historic points of interest include Monument Terrace, the Last Packet Boat, the Miller-Claytor House, Fort Early, the Quaker Meeting House, Poplar Forest, and Appomattox Surrender Grounds.

Preston Glenn Airport is 942 feet alt., has three runways, the longest being 4,000 feet, has a tower and weather information.

Mrs. Laura Zerener, Arlington, Virginia, and Mrs. Mitzi Keller, Chevy Chase, Maryland, are the Ninety-Nine co-ordinators. Mr. John Ripley is the airport manager, and Mr. Lawrence H. McWane represents the Chamber of Commerce, Mr. H. B. Gowin, FAA, Byrd Field, Sandston, Virginia.

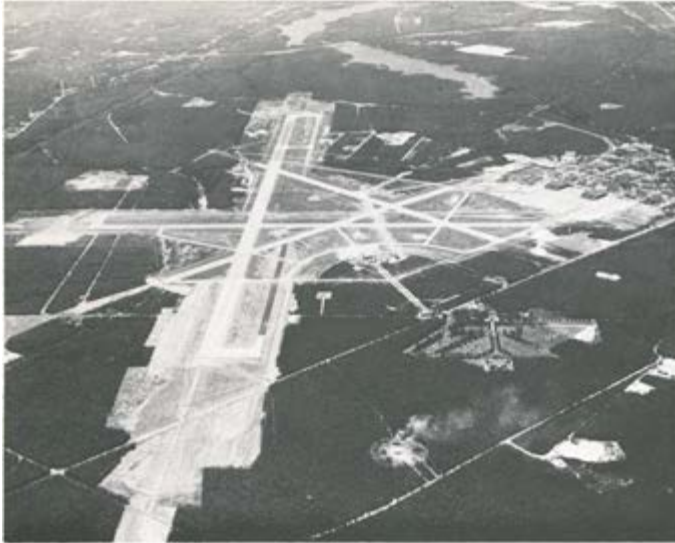


#13 HAGERSTOWN, MARYLAND, a must stop, population 36,660. In 1956 the schools began a five year experiment in teaching by TV. Currently taking part are 18,000 students in 48 schools. Items manufactured in Hagerstown include airplanes, pipe organs, paper boxes, silk, knitted goods, dust-collecting machinery, furniture, and toys.

Hagerstown Municipal Airport is 704 feet alt., has two runways, of which one is 5,400 feet long, has a tower and weather information available.

Mrs. Ada Mitchell, Falls Church, Virginia is the Ninety-Nine co-ordinator, Mr. Bill Rinn is the airport manager, Mr. K. T. Kress, Baltimore, Maryland, will represent the FAA, and Mr. James W. Stone, the Chamber of Commerce.

NATIONAL AVIATION FACILITIES EXPERIMENTAL CENTER



NAFEC AIRPORT AND LABORATORY

The National Aviation Facilities Experimental Center, from its beginning in July 1958, began the task of testing and experimenting with new systems, techniques and equipment designed to improve the national air traffic control system and has progressed to its present day status as the efficient, progressive site of three of the Divisions of the Bureau of Research and Development.

NAFEC is a 6,000 acre laboratory on the site of a former Naval Air Station, 11 miles west of Atlantic City, N.J. The number of tasks and projects assigned by the Bureau of NAFEC preclude detailed description. They cover a wide range of areas: aircraft arresting devices to prevent runway overruns, aircraft conspicuity tests to avert mid-air collisions, new navigation aids on the runways and in aircraft cockpits, complex computers to solve traffic problems of staggering proportions, experimental radars, new developments in runway lighting, electronic approach aids, automatic landing systems, radar beacon experiments and a host of other new innovations under evaluation.

In the Data Processing Central, a semi-automatic air control environment designed to alleviate some of the most pressing problems in the most complicated phase of air traffic control operations, we find the Bureau of Research and Development geared to meet the challenge of the jet age, to speed air traffic system through the introduction of computers, electronic displays and time saving operational tools.

In NAFEC's unique simulator laboratories, operators "fly" machines designed to produce radar targets for controllers working on traffic configuration problems. By re-enacting the problem from actual data surveyed from the field, analysis reveals new control procedures recommended for operational use throughout the country.

Simulation allows hundreds of traffic samples to be tested without the risk or expense of experimenting with live aircraft. Live flight tests, however, are required on most systems and these are performed by the Bureau's special fleet of aircraft assigned to NAFEC. To cover all facets of flying, these include aircraft capable of high altitude flights for tracking studies, high speed jet fighters, electronically equipped flying laboratories, light planes, and helicopters.

The Bureau of Research and Development's role is of primary importance in the most systematic and accelerated effort in the improvement of air traffic control ever undertaken by our government. The Bureau of Research and Development is proud of the important role being played by its Experimental Center in this priority program.



FEDERAL AVIATION AGENCY
Washington 25, D.C.

OFFICE OF
THE ADMINISTRATOR

JUN 9 1961

Dear Mrs. Gillies:

We are most happy that you have accepted our invitation to use the National Aviation Facilities Experimental Center (NAFEC) as the terminus for the 1961 All-Woman Transcontinental Air Race. We hope your visit with us will be both informative and enjoyable.

After reviewing some of the highlights of our research and development program with you, we propose to show you some of the systems and equipments being tested at the Center. You will see the new three-dimensional radar, improved airport lighting configuration, blind landing systems, new air traffic control tools, and a host of other innovations soon to be introduced into the United States aviation environment.

During your all-too-brief stay with us, we would appreciate your comments on our activities. We welcome your recommendations and ideas for improving national aviation facilities.

We are looking forward to your visit and may the 1961 "Powder Puff Derby" be the most successful to date.

Sincerely,

 N. E. HALASY
 Administrator

Mrs. Betty H. Gillies
 Chairman, Board of Directors
 All-Woman Transcontinental Air Race, Inc.
 2611 East Spring Street
 Long Beach 6, California



NAFEC EXPERIMENTAL AIRCRAFT

ATLANTIC CITY, NEW JERSEY

RACE TERMINUS COMMITTEE



LEFT TO RIGHT, TOP ROW: IRENE KEITH, RUTH GWINN, KAY HILD-BRANDT, LOIS FAIRBANKS. MIDDLE ROW: KAY BRICK, DORIS RENNEN-GER, MARION LOPEZ, ALMA HARWOOD, JEANNE SPIELBERG. BOTTOM ROW: ENA AYERS, DOROTHY GABLE, SELMA CRONAN, ELEANOR LOIJA.

SCHEDULE OF EVENTS FOR TERMINUS HEADQUARTERS—RITZ CARLTON HOTEL

- July 9-12
Arrival of AWTAR Contestants and Registration
- July 10—Monday
Early Morning Boardwalk Bicycling
Brunch—for early arrivals and Terminus Committee.
Sponsored by the Atlantic City Area Squadron of the Air Force Association
- July 11—Tuesday
Boardwalk Bicycling
Yachting and Fishing Party—Atlantic City State Marina
Sponsored by the Women's Division of the Atlantic City Chamber of Commerce
Champagne Cocktail Party
Sponsored by the Board of Directors, Atlantic City Chamber of Commerce
- July 12—Wednesday
Boardwalk Bicycling
Ritz Cabana Colony Beach Frolic
Sunbathing and Swimming
Official End of AWTAR
National Guard Jet Salute
Welcome Luncheon—Hackney's Seafood Gardens Restaurant
Poolside Fashion Show by Marie McCullough, Director of Atlantic City School of Modeling. Bathing Suits from Ancient History to the Soaring Sixties and Summer Sportswear.
Pilots Meeting
Evening-on-the-town, Rendezvous at the famed 500 Club in time for the midnight show.
- July 13—Thursday
Tour of the NAFEC Facilities
Luncheon at Historic Smithville Inn
Reception
Awards Banquet at the Ritz Hall—on the Boardwalk
Guest Speaker Najeeb E. Halaby, Administrator of FAA
Sponsored by the City of Atlantic City and the Chamber of Commerce
- July 14—Friday
Fly-Away or Stay-Another-Day Breakfast
PLAN TO STAY ANOTHER DAY

The New York-New Jersey Section of The Ninety-Nines, Inc. is especially grateful to Commissioner Richard Jackson of our Terminus City and to L. Edison Mathis, Jr., President of The Atlantic City Chamber of Commerce, for making this unusual terminus possible.

Our special appreciation also goes to Mal Dodson, Department of Public Relations, and to Al Owen, Executive Secretary of the Chamber of Commerce, who personally and patiently listened to and solved our many problems.

Our special thanks also go to Captain A. C. Packard, USN Deputy Director, Bureau of Research and Development, and to Paul Coulthard, ATC Liaison Officer, NAFEC Flight Operations Branch, who was assigned as Project Advisor to "Operation Powder Puff" and so efficiently expedited our requirements at the National Aviation Facilities Experimental Center (NAFEC).

OUR GRATEFUL THANKS TO

THE CITY OF ATLANTIC CITY
THE ATLANTIC CITY CHAMBER OF COMMERCE
THE AERO CLUB OF ATLANTIC CITY
AIRBORNE INSTRUMENT LABORATORY, DEER PARK, N.Y.
AMITYVILLE FLYING SERVICE, ZAHN'S AIRPORT
ATLANTIC CITY AREA SQUADRON OF THE AIR FORCE ASSOCIATION
P. BALLANTINE & SONS, NEWARK, N.J.
PHILLIP E. BARNARD, GROUP COMMANDER, U.S. COAST GUARD
BUTLER AVIATION, WASHINGTON, D.C.
CIVIL AIR PATROL, CLARK FIELD, OCEAN CITY, N.J.
JAMES SALT WATER TAFFY
MARIE McCULLOUGH, ATLANTIC CITY SCHOOL OF MODELING
NATIONAL AVIATION FACILITIES EXPERIMENTAL CENTER
THE "PATRONS" OF ATLANTIC CITY
PENNSYLVANIA WING SCOUTS, TROOP #191
L. N. RENAULT AND SONS OF EGG HARBOR
R. J. REYNOLDS TOBACCO CO.
THE MANAGER AND STAFF OF THE RITZ CARLTON HOTEL
SHELL OIL CO.
DICK WEISMAN, GENERAL MANAGER OF SNELLENBURG'S DEPARTMENT STORE
FRANCIS X. SPLANE PUBLIC RELATIONS



FINISH LINE

THE TERMINUS

About the only thing Atlantic City had in common with the Pacific Ocean until this year is the fact that the western terminus of U. S. 40 is the Fisherman's Wharf in San Francisco and the eastern terminus is the Boardwalk in Atlantic City.

This year we're depending on the west coast city of San Diego to make sure all of the gal fliers in the 1961 Transcontinental Air Race get into the air on time.

When the femmes wing over the finish line a half mile over the ocean, it will be proof that San Diego did its job, and Atlantic City can dust off the runways at NAFEC, where they'll be landing.

The actual "finish line" will be a flotilla of Absecon Power Squadron craft and the Coast Guard, the former gaily pennanted so that they won't be confused with whatever else may be in the Atlantic in the July 8-12 period. It will be a finish that can be seen by thousands upon thousands of people from the 'Walk and beach and from hotel rooms and decks. THIS the spectators couldn't do as well before.

Having the Powder Puffs puff into our bailiwick will be another aviation first for this Gay Old Downager of the Atlantic Coast. What may not be generally known is that the word "airport" was coined here and used for the first time in dedicating Bader Field, an in-the-city port for private planes, May 10, 1919. Then, the first demonstration of "bombing" from an airplane with oranges as bombs was made by Glen Curtiss in 1910, and the same year (Oct. 15) Walter Wellman made the first attempt to cross the Atlantic by air, having to turn back by storms after traveling 1000 miles. The highest balloon jump was made here by Joseph Hackney.

So, it's but natural that we're proud to be host to the flying fair sex and hope that they have in order:

First: a successful and accidentless journey across the nation;

Second: that they'll set all kinds of records to make the 15th the best ever;

Third: that their stay in our City will be a memorable one, an enjoyable one, and that they'll come back often—with or without wings.



AN AERIAL VIEW OF ATLANTIC CITY SHOWING BADER FIELD AT THE LEFT



#1

Pilot: (L) Virginia Graham, Sierra Madre, California
Co-Pilot: (R) Virginia Hall, Sherman Oaks, California
Airplane: Piper Apache PA 23 300 h.p.

This crew will be racing in their second TAR (All-Woman Transcontinental Air Race). Virginia Graham holds a Private Certificate MEL (Multi-engine land) rating and has 380 flying hours. She is a member of the San Fernando Valley Chapter of The Ninety-Nines, Inc. Russell, her husband, who is President of Graham Bros. is a pilot. They have three children.

Virginia Hall holds a Private Certificate SEL (Single-engine land) rating and has 400 flying hours. She is a member of the San Fernando Valley Chapter of The Ninety-Nines, Inc. She is secretary for Saunders School and has one child.



#2

Pilot: (L) Elizabeth (Betty) Humble, Arcadia, California
Co-Pilot: (R) Shirley Gilmore, Arcadia, California
Airplane: Cessna Skyhawk 172 B 145 h.p.
Sponsor: Walter Muller's Westerner Hotel—Arcadia, California; Uplander Motor Hotel—Upland, California (Both hotels located on US Highway 66)

Betty will be racing in her second TAR. She has a Private Certificate, SEL rating and has 131 flying hours. She is a member of the San Gabriel Valley Chapter of The Ninety-Nines, Inc. Her husband, Arnold, is a pilot, an Attorney-CPA, and they have two children.

Shirley will be entering her first TAR. She just received her Private Certificate, SEL rating, and has 105 flying hours. She has applied for membership in the San Gabriel Valley Chapter of The Ninety-Nines, Inc. Her husband, Carl, owner of Aircraft Air-draulics Mfg. Co., is a pilot and they have two children.



#3

Pilot: (R) Barbara Willis, Pacific Palisades, California
Co-Pilot: (L) Laurie Pallette, Los Angeles, California
Sponsor: Aircraft Communications, Inc., Pacific Palisades, Calif.
Airplane: Cessna 172 145 h.p.

This crew will be entering their first TAR. Barbara holds a Commercial Certificate, SEL with a Flight Instructor rating, and has 318 flying hours. She is a member of the Los Angeles Chapter of Ninety-Nines, Inc. James, her husband, is an electrical engineer for their sponsor, a pilot. They have two children.

Laurie is a Student pilot at Santa Monica Flyers and has 68 flying hours.



#4

Pilot: (L) Ilovene N. Potter, Seattle, Washington
Co-Pilot: (R) Helen R. Appel, Seattle, Washington
Airplane: Piper Comanche A-24 180 h.p.

This is their first race. Ilovene has a Private Certificate SEL rating and has 204 flying hours. She is a member of the Western Washington Chapter of The Ninety-Nines, Inc. and AOPA. Helen, her husband, is also a pilot; he is a Seattle Contractor. They have three sons and one grandson.

Helen holds a Private Certificate SEL rating and has 650 flying hours to her credit. She is Chairman of the Western Washington Chapter of The Ninety-Nines, Inc. and AOPA. Helen is a Staff Assistant for the Pacific Telephone Northwest. Eugene, her husband, is a Supervisor for Boeing Airplane Company in Seattle. They have one daughter.

#5

Pilot: (L) Barbara Kiernan, Boston, Massachusetts
Co-Pilot: (R) Barbara Evans, Manhasset, New York
Airplane: Piper Apache PA 23 300 h.p.

Barbara Kiernan is racing in her sixth TAR. She holds a Commercial Certificate SEL, MEL, SES, (Single-engine sea) Instrument and Helicopter rating. She has 1400 flying hours and is International Treasurer of the Ninety-Nines, Inc. and belongs to the New England Section. She is a member of the Whirly Girls. Francis, her husband, is a Structural Engineer for Priestley Assoc. They have four sons.

Barbara Evans is flying in her third TAR. She holds a Private Certificate SEL rating, and has 275 flying hours. She is International Secretary of The Ninety-Nines, Inc. and a member of the New York-New Jersey Section. Edwin, her husband, does photographic color printing for Evans Color Laboratory. They have three children. This crew is doing the route surveying for the race this year.



#6

Pilot: (L) Betty J. Miller, Los Angeles, California
Co-Pilot: (R) Dana E. Rawling, Hawthorne, California
Airplane: Cessna 172 145 h.p.
Sponsor: Santa Monica Flyers, Flight Training Specialists,
Santa Monica, Calif.

This is Betty's fifth TAR. She placed fourth in 1960. Betty holds a Commercial Certificate, SEL, MEL, SES Instrument and Instructor ratings. She has 5,000 flying hours to her credit. Betty is a member of the Long Beach Chapter of The Ninety-Nines, Inc. Charles, her husband, is also a pilot.

This is Dana's first TAR. She holds a Private Certificate SEL with 50 flying hours, and is a member of the Long Beach Chapter of The Ninety-Nines, Inc. Dana is a Stewardess for American Airlines.



#7

Pilot: (L) Sammy (Marie) McKay, Grand Blanc, Michigan
Co-Pilot: (R) Margaret A. Crane, Fenton, Michigan
Airplane: Cessna 172 145 h.p.
Sponsor: Superior Pontiac Cadillac, Flint, Michigan, and Glen of Michigan,
manufacturer of sports wear.

Sammy will be racing in her fourth TAR. She is a member of the Michigan Chapter of The Ninety-Nines, Inc. She holds a Private Certificate SEL rating, and has over 400 flying hours. Her husband, George, is Vice-President of Superior Pontiac Cadillac and they have one son.

Margaret will be racing in her fourth TAR, too. She has a Commercial Certificate SEL rating, and has 2,000 flying hours. She is secretary for Bar Products, Holly, Michigan.



#8

Pilot: (L) Pat Jetton, Dallas, Texas
Co-Pilot: (R) Joan Huckeba, Dallas, Texas
Airplane: Piper Comanche PA 24 180 h.p.
Sponsor: Olan Mills Inc., Portrait Photography, Dallas, Texas

This is Pat's first TAR. She holds a Commercial SEL Instructor's rating and has a total of 500 flying hours. Pat is a member of the Dallas Chapter of The Ninety-Nines, Inc. She and her husband, Clyde, operate a fixed base operation at Redbird Airport, Dallas, Texas. They have two children.

This is Joan's first TAR. She holds a Private SEL certificate with 250 flying hours to her credit. Joan is Secretary of the Dallas Chapter of The Ninety-Nines, Inc. She is a draftsman for the Southwestern Bell Telephone Company.





#9

Pilot: (L) Evelyn Rackleff, Lebanon, Oregon

Co-Pilot: (R) Marcella Othus, Portland, Oregon

Airplane: Piper Comanche PA 24 250 h.p.

Sponsors: Valley Roof Co., Industrial-Home Roofing, Lebanon Oregon, and John Othus Motors, used cars, "Quality Without Compromise," Portland, Oregon

This crew is flying their first TAR. Evelyn holds a Private Certificate SEL rating and has 240 flying hours. She is Vice-Chairman of the Oregon Chapter of The Ninety-Nines, Inc. Edwin, her husband, owns Valley Roof and they have two boys.

Marcella holds a Private Certificate SEL rating and has 185 flying hours. She is Chairman of the Oregon Chapter of The Ninety-Nines, Inc. John, her husband, owns John Othus Motors and is a pilot. They have two children.



#10

Pilot: (L) Marian Jepsen, Encinitas, California

Co-Pilot: (R) Ruby Keaveny, San Diego, California

Airplane: Cessna 150 100 h.p.

Marian is racing in her sixth TAR, and placed 3rd in 1956. She holds a Commercial Certificate SEL Instrument and Ground Instructor ratings. She has 740 flying hours and is a member of the San Diego Chapter of The Ninety-Nines, Inc., the AWTAR Board of Directors and is Editor of the race program. Ray, her husband, owns Palomar Vending Co. They have two sons and one granddaughter.

Ruby is racing in her fifth TAR and placed 4th in 1957. She holds a Commercial Certificate SEL rating and has 600 flying hours. Ruby is a member of the San Diego Chapter of The Ninety-Nines, Inc. Jack, her husband, who is an Engineer for Nachant Construction Co., is a pilot. They have three children and three grandchildren.



#11

Pilot: Joyce Overbay Wright, Dallas, Texas

Airplane: Cessna 180 225 h.p.

Sponsors: Lone Star Aviation, Propeller Overhaul and Accessories, Mohawk Oil Well Service Co., Alice, Texas, Addison Airport of Dallas, Texas

Joyce is flying solo in her second TAR. She holds a Private SEL Certificate with 300 flying hours to her credit. She is a member of the Dallas Chapter of The Ninety-Nines, Inc. Gene, her husband, is a Petroleum Engineer with Producing Properties, Inc. in Dallas. They have three children.



#12

Pilot: (L) Iris Critchell, Palos Verdes, California

Co-Pilot: (R) Jean Carbon, Spokane, Washington

Airplane: Beech Bonanza G 35 225 h.p.

Iris is competing in her Eleventh TAR. She was Co-pilot for first place in 57, second place twice, and placed fifth in 58 and 60. She has a Commercial Certificate SEL, MEL, Instructor, Instrument, and all Ground School Instructors ratings. A WASP ferry pilot during WW II and later an instructor for USC College of Aeronautics, Iris has 4,800 hours flying time. She is a member of the AWTAR Board of Directors and the Long Beach Chapter of The Ninety-Nines, Inc. Howard, her husband, is an Airline Captain for Western Airplanes. They have two children.

Jean is entering her first race. She holds a Private Certificate SEL rating and has 135 flying hours. She is Secretary-Treasurer of the Eastern Washington Chapter of The Ninety-Nines, Inc. Pete, her husband, is a retired contractor and also a pilot.

#13

Pilot: (R) Thelma Bishop, La Jolla, California
Co-Pilot: (L) Betty Lambert, San Diego, California
Airplane: Cessna 182 Skylane 230 h.p.

Thelma is entering her sixth TAR. She holds a Private Certificate SEL rating and has 821 flying hours. She is a member of the San Diego Chapter of The Ninety-Nines, Inc. Harold, her husband is an Electrical engineer for the U. S. Navy and also a pilot. They have two children and three grandchildren.

Betty is competing in her ninth TAR and has placed 2nd, 3rd twice, and 4th. She has a Commercial Certificate SEL, MEL, SES, Flight Instructor, Ground School Instructor, and Instrument ratings with 5000 hours flying time. She is a member of the San Diego Chapter of The Ninety-Nines, Inc. and is Chief Pilot at El Cajon Flying School. Art, her husband, who is an Aeronautical engineer for Convair is a pilot, too. They have three boys.



#14

Pilot: (R) Emma L. McGuire, Santa Monica, California
Co-Pilot: (L) Jan Vawter, Santa Monica, California
Airplane: Cessna 172 145 h.p.
Sponsor: Fireside Market, "Grocery Market," Santa Monica, California

This crew will be competing in their first TAR. Emma holds a Private Certificate SEL rating and has 400 flying hours. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc.

Jan holds a Private Certificate SEL rating and is also a member of the Long Beach Chapter of The Ninety-Nines, Inc.



#15

Pilot: Marion Schorr Betzler (shown), Columbus, Ohio
Co-Pilot: Virginia B. Smith, Columbus, Ohio
Airplane: Piper Comanche PA-24 250 h.p.
Sponsors: United Rent-Alls, Inc., Franchising Rental Stores,
Lincoln, Nebraska
Swingle Aviation, Piper Aircraft Dealer, Sales - Service - Charter,
Columbus, Ohio

Marion is flying in her fifth TAR. She holds a Commercial Certificate SEL and Ground School Instructor ratings and has 1,800 flying hours. During World War II Marion was a WASP; she is a member of the All Ohio Chapter of The Ninety-Nines, Inc. Charles, her husband, is owner-operator of United Rentals Store in Columbus. They have one son.

Virginia will be racing in her second TAR although she is still a Student Pilot. Laird, her husband, is Supervisor for North American Aviation, and they have three children.



#16

Pilot: (L) LaVerne McCauley, Cliff, New Mexico
Co-Pilot: (R) Priscilla Duncan, Silver City, New Mexico
Airplane: Cessna 180 230 h.p.
Sponsors: Silver City, Grant County, New Mexico, community enterprise,
assisted by Silver City-Grant County Chamber of Commerce,
Champ's Aviation, Inc., El Paso, Texas and J. M. Grimes, Cessna
Sales and Service, Silver City, New Mexico

This crew will be flying their first TAR. LaVerne holds a Private Certificate SEL rating and has 287 flying hours. She is a member of The Ninety-Nines, Inc. Fred, her husband, who owns a ranch is a pilot. They have four children.

Priscilla holds a Private Certificate, SEL rating and has 91 flying hours. She is a member of The Ninety-Nines, Inc. and is Office manager-Engineer-Announcer for Radio Station KSIL. James, her husband, is owner-manager of Radio Station KSIL and also a pilot.





#17

Pilot: (R) June Basile, Berwyn, Illinois

Co-Pilot: (L) Helen Sailer, Glencoe, Illinois

Airplane: Cessna 175 175 h.p.

Sponsors: Kott Moving & Storage Co., agent for North American Van Lines, "Wife-Approved" moving, Berwyn, Illinois and A. R. Basile, Attorney at Law, Berwyn, Illinois

June is flying her first TAR. She holds a Private Certificate SEL rating with 278 flying hours. She is Corresponding Secretary of the Chicago Area Chapter of The Ninety-Nines, Inc. Anthony, her husband, is an Attorney and also a pilot.

Helen has raced in three former TARs. She has a Commercial Certificate SEL, MEL ratings. She is a member of the Chicago Area Chapter of The Ninety-Nines, Inc. and is Senior Claim Adjuster for the Washington National Insurance Company.



#18

Pilot: (L) Shirley Marshall, Tucson, Arizona

Co-Pilot: (R) Viola Gentry, East Hampton, New York

Airplane: Piper Tri-Pacer PA 22 150 h.p.

Sponsors: The Sea Spray Inn, a lovely Summer Hotel on the dunes at East Hampton, Long Island, New York
Tucson Airport Authority, Tucson Municipal Airport, Tucson, Arizona

Shirley is entering her third TAR. She holds a Commercial Certificate SEL rating and has 700 flying hours. She is Chairman of the Tucson Chapter of The Ninety-Nines, Inc. She and her husband, Arthur own Arizona Mimeographing Service. He is a pilot, too and they have two children.

Viola is racing in her second TAR. She first soloed in 1925, held the woman's solo endurance record in 1928, and was the first pilot to fly under both the Manhattan and Brooklyn Bridges. She holds a Private Certificate SEL rating and has 2000 flying hours. Viola was a charter member of The Ninety-Nines, Inc. and belongs to the New York-New Jersey Section.



#19

Pilot: (R) Ruth Wagner, Sacramento, California

Co-Pilot: (L) Hialeah Reilich, Fresno, California

Airplane: Cessna 180 225 h.p.

Sponsor: "Sacramento's Spirit of Industry," Mr. Wm. Heaton, Mr. Geo. Artz, Mr. Morris Rowles, Mr. Richard Hogue, Mr. Henry Moss and Mr. Robt. Kelly

This team will be competing in their third TAR. Ruth holds a Private Certificate SEL rating and has 465 flying hours. She is a member of the Sacramento Valley Chapter of The Ninety-Nines, Inc. Alfred, her husband, who is a Physician at Sacto Medical Clinic, is a pilot. They have one son.

Hialeah holds a Private Certificate SEL rating and has 500 flying hours. She belongs to the Sacramento Valley Chapter of Ninety-Nines, Inc. Harry, her husband is a Bridge Designer for the California State Bridge dept. He is a pilot and they have two children.



#20

Pilot: (L) Elsie McBride, Philadelphia, Pennsylvania

Co-Pilot: (R) Arlene Feldman, Philadelphia, Pennsylvania

Airplane: Piper Caribbean PA 22 150 h.p.

Sponsor: The Decker Corporation, Bala-Cynwyd, Pennsylvania.

Martin M. Decker, President, "Pioneer in the research and development of Electronics and medical physics."

Elsie will be racing in her third TAR. She holds a Commercial Certificate, SEL, MEL ratings and has 409 flying hours. Elsie is Governor of the Middle East Section of The Ninety-Nines, Inc. Secretary to her sponsor, Martin M. Decker, President of the Decker Corporation, Elsie's motto is keeping busy. She spends her free time working toward her Instrument rating.

Arlene, whose husband Dr. Arnold Feldman is also a pilot, will be entering her first TAR. She holds a Private Certificate, SEL rating and has 110 flying hours. She is Secretary of the Eastern Pennsylvania Chapter of The Ninety-Nines, Inc. and has one son.

#21

Pilot: (R) Margaret Ringenberg, Grabill, Indiana
Co-Pilot: (L) Berta Marolf, Grabill, Indiana
Airplane: Cessna 182 Skylane 230 h.p.
Sponsor: County Line Cheese Co., Inc., Manufacturer of Cheese,
Auburn, Indiana

Margaret is racing in her fifth TAR. She holds a Commercial Certificate, SEL, MEL, and Flight Instructor ratings. She has 2300 flying hours and was a WASP during WWII. She is a member of the Indiana Chapter of The Ninety-Nines, Inc. Her husband, Morris, is Executive Vice President of Grabill Bank, Grabill, Indiana. They have two children.

Berta is entering her first race. She has a Student's Certificate with 30 hours flying time. Fred, her husband, a pilot, is owner of County Line Cheese Co. They have three children.



#22

Pilot: (L) Rita Gibson, Long Beach, California
Co-Pilot: (R) Eleanor Cowles, Long Beach, California
Airplane: Cessna 170 B 145 h.p.

Rita will be racing in her second TAR. She holds a Private Certificate, SEL rating with 350 flying hours. She is Chairman of the Long Beach Chapter of The Ninety-Nines, Inc. Paul, her husband, a pilot, is an Aeronautical Engineer for the FAA. They have six children.

Eleanor is entering her first TAR. She holds a Private Certificate, SEL rating, and has 147 flying hours. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc. She is a Registered Nurse for the Boyd Medical Clinic. Andrew, her husband, is a maintenance mechanic for Proctor and Gamble. They have three children.



#23

Pilot: Josephine Richardson, Decatur, Indiana
Airplane: Cessna 172 145 h.p.
Sponsor: Decatur Hiway Airport, Scientific Massage & Foot Technique,
Decatur, Indiana

Josephine is flying her third TAR solo. She holds a Commercial Certificate, SEL rating, and has 1100 flying hours. She is a member of the Indiana Chapter of The Ninety-Nines, Inc. Josephine owned and operated an airport for 23 years. Wesley, her husband, is learning to fly. He is a masseur.



#24

Pilot: Marian Burke, San Antonio, Texas
Airplane: Cessna 180 225 h.p.

Marian will be flying her ninth TAR solo. She finished fifth in 1955, fourth in 1956 and 1959. She holds an ATR, SEL, MEL, Flight Instructor, and Instrument ratings. She has 5600 flying hours and is a member of the San Antonio Chapter of The Ninety-Nines, Inc. She owns and operates Burke Aviation, an executive pilot proficiency training school. She has one son.





#25

Pilot: (L) Dorothy Jenkins, Tucson, Arizona
Co-Pilot: (R) Geraldine Mickelson, Sacramento, California
Airplane: Piper PA 22 Tri-Pacer 135 h.p.
Sponsors: Tucson Airport Authority, Tucson Municipal Airport, Apache Airlines, "Serving Phoenix, Tucson and Ft. Huachuca," Tucson, Arizona; The Ashton Co., Construction of Bridges, Tucson, Arizona

Dorothy will be entering her third TAR. She holds a Commercial Certificate, SEL and Flight Instructor rating with 1900 hours flying time. She is a member of the Tucson Chapter of The Ninety-Nines, Inc. Charles, her husband, is a pilot-mechanic for Hudgin Air Service, Tucson. They have three boys.

Gerry is entering her eighth TAR. She holds a Private Certificate, SEL rating with 2,000 flying hours. She has been Route Surveyor three times and served as Official Timer. Mrs. Mickelson is a past International President of The Ninety-Nines, Inc. and a member of the Sacramento Valley Chapter.



#26

Pilot: (R) Virginia (Gini) Richardson, Yakima, Washington
Co-Pilot: (L) Joan Rorke, Yakima, Washington
Airplane: Cessna 172 145 h.p.

Gini will be entering her tenth TAR this year. She holds an ATR, SEL, SES, MEL, Flight Instructor, Link, and Ground Instructor ratings. She has a total of 12,800 hours flying time. She is a member of the Eastern Washington Chapter of The Ninety-Nines, Inc. She is a pilot and flight instructor for Richardson Aviation. Ralph, her husband, also a pilot, owns dusting and spraying business. They have one daughter.

Joan is racing in her second TAR. She holds a Private Certificate, SEL rating, 125 flying hours, and is a member of the Eastern Washington Chapter of The Ninety-Nines, Inc. She is a surgical nurse at Yakima Valley Memorial Hospital.



#27

Pilot: (L) Anna "Boo" Christensen, La Mesa, California
Co-Pilot: (R) Carolyn Coulthard, La Mesa, California
Airplane: Piper PA 22 Colt 108 h.p.

Boo will be racing in her third TAR. She holds a Private Certificate, SEL rating with 230 flying hours. She is Secretary of the San Diego Chapter of The Ninety-Nines, Inc. She works in the Purchasing Department of Rohr Aircraft. Chris, her husband, also a pilot, is a CPA.

Carolyn will be entering her first TAR. She is a student pilot with 44 flying hours. She is a Dental Hygienist and has two children.



#28

Pilot: (L) Mickey Clark, Florissant, Missouri
Co-Pilot: (R) Teddy Hager, St. Louis, Missouri
Airplane: Piper PA 24 Comanche 250 h.p.
Sponsor: Ramada Inns, Roadside Hotels "Luxury for Less," Phoenix, Arizona

Mickey will be competing in her eighth TAR. She holds a Commercial Certificate, SEL, MEL, Instructor and Instrument ratings. She has 1,600 flying hours. She is a member of the Greater St. Louis Chapter of The Ninety-Nines, Inc. and is owner-manager of Clark Variety Store. Paul, her husband, is a supervisor of McDonnell Aircraft and a pilot.

Teddy is entering her second TAR. She holds a Private Certificate, SEL rating with 150 hours. She is a member of the Greater St. Louis Chapter of The Ninety-Nines, Inc. Ralph, her husband, is treasurer of C. Hager Hinge Manufacturing Co.

#29

Pilot: (R) Mary Ann Craig, Santa Monica, California

Co-Pilot: (L) Dru Benefiel, Los Angeles, California

Airplane: Cessna 182 Skylane 230 h.p.

Sponsor: Skyways, Inc., Cessna Sales and Service—"Center for Executive Flying," Van Nuys, California

Mary Ann will be racing in her second TAR. She holds a Private Certificate, SEL rating with 312 flying hours. She is a member of the Los Angeles Chapter of The Ninety-Nines, Inc. She is employed as Checker by Vons Grocery Co. and has one daughter.

Dru is entering her first air race. She holds a Commercial Certificate, SEL and Instrument ratings. She has 384 flying hours and is Chairman of the Los Angeles Chapter of The Ninety-Nines, Inc. She is an Education Assistant at the Los Angeles County Museum. C. Robert, her husband, teaches Aero Subjects and applied physics at Washington High School. He is a pilot, too.



#30

Pilot: (L) Theresa D. Vasques, San Diego, California

Co-Pilot: (R) Grazia Sartori, Rome, Italy

Airplane: Beechcraft D 35 Bonanza 205 h.p.

This is Terry's third TAR. She holds a Private Certificate, SEL rating and has 600 flying hours. She is Chairman of the San Diego Chapter of The Ninety-Nines, Inc. and a member of the AWTAR Board of Directors. She is employed as Dynamics Engineer by Convair. Al, her husband, who is a pilot, is an Electronics Engineer at Convair Astronautics.

Grazia is racing in her first TAR. She holds a Pilota Secondo Grado, SEL, SES, and Glider ratings. She is a member-at-large of The Ninety-Nines, Inc. She has entered 35 air races and has won and placed in several. She is considered the leading woman pilot of Italy. She just completed a tour of South America, Central America, North America, and is visiting aircraft plants in the United States.



#31

Pilot: (L) Selma Cronan, Leonia, New Jersey

Co-Pilot: (R) Marion Andrews Lopez, Whitestone, New York

Airplane: Cessna 172 (known as "Chicken Cronan") 145 h.p.

Sponsor: Roller Mike Corp., "Designer and Manufacturer of Automatic Micrometers," New York, New York

Selma will be flying in her second TAR. She holds a Private Certificate with 800 flying hours. She is a member of the New York-New Jersey Section of The Ninety-Nines, Inc. and the AWTAR Board of Directors. She has worked on six TAR Termini. She and her husband, Walter, who is an engineer for the W. Cronin Company, have 15 year old twins.

Marion will be racing in her third TAR and holds a Private Certificate, SEL rating with 200 flying hours. She is Governor of the New York-New Jersey Section of The Ninety-Nines, Inc. and is a Free Lance Artist. Marion designed the AWTAR Official Program Cover.



#32

Pilot: (L) Nina "Polly" Stoeher, Pasadena, California

Co-Pilot: (R) Lila "Pip" Ragsdale, Pasadena, California

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

"Polly" will be racing in her third TAR. She holds a Private Certificate, SEL rating and has 1,000 flying hours. She is a member of the San Gabriel Valley Chapter of The Ninety-Nines, Inc. and is a former high school teacher. She and her husband Fred, a lawyer and pilot, have done extensive flying in Alaska, Mexico, and the United States. They have one daughter.

"Pip" will be entering her first TAR. She holds a Private Certificate, SEL rating with 150 flying hours. She is joining The Ninety-Nines, Inc. Her husband, Tex, a pilot, owns and operates "TEX" Ragsdale Tire Co. and "Pip" is secretary. They have seven children and ten grandchildren.





#33

Pilot: (R) Ruth Nitzen, Palos Verdes Estates, California

Co-Pilot: (L) Margaret Ross, Torrance, California

Airplane: Beechcraft Bonanza C 35 225 h.p.

Sponsors: Redondo Beach King Harbor, "California's Most Modern Marina"; Gravel Mary's "Concrete and Gravel"; Swimsuits, by Gal's Riviera, and Theodore K. Wendorff, D.D.S., all Redondo Beach, Calif.; Lightcraft Avionics, Mfgs. "Aircraft Radio & Nav. Equip.," Norman S. Smith Trucking Service, "Hauling in Los Angeles Area," Women's Intntnl. Aeronautics, Inc., "Wings Around The World for Peace, Prosperity, & World Friendship," all Los Angeles, Calif.; Nagel Aircraft, "Sales-Used Aircraft & Aircraft Parts," Torrance, Calif.; Compton Air College & friends at Compton Airport, "Flight Instruction, Charter, and Maintenance," Compton, California; Royal Aircraft Rentals, Inc., Hawthorne, Calif.

Ruth is flying her sixth TAR. She holds a Commercial Certificate, SEL rating, 675 hours. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc. John, a pilot, is a contractor. They have one daughter and two grandchildren.

This will be Margaret's first TAR. She holds a Private Certificate, SEL rating, 260 hours. She is Secretary of the Long Beach Chapter of The Ninety-Nines, Inc. and member of the AWTAR Board. She is a Dental Technician and Robert, her husband, is Quality Control Supervisor for L. A. Airways.

#34

Pilot: (L) Carolyn "Mac" Huntington, El Cajon, California

Co-Pilot: (R) Barbara E. Dennis, Lakeside, California

Airplane: Cessna 182 Skylane 230 h.p.

Sponsors: La Jolla Investment Co.—Real Estate—Land—La Jolla, Calif. and V. R. Dennis Construction Co., General Contracting and Highway Construction, Gibbs Flying Service, Montgomery Field, San Diego, Calif.

This will be "Mac's" fourth TAR. She holds an ATR, SEL, MEL, SES, Instrument, and Flight Instructor ratings with 6,300 flying hours. She is a member of the San Diego Chapter of The Ninety-Nines, Inc. Mac is a Link Trainer Instructor for Pacific Southwest Airlines, San Diego, Calif.

Barbara is entering her first TAR. She is a student of Mac's and has 10 hours flying time. She is Corporation-Secretary for V. R. Dennis Construction Co., which is owned by her husband, H. C. Dennis. He is a pilot and they have three sons.

#35

Pilot: (L) Doris K. Eddy, Long Beach, California

Co-Pilot: (R) Mary Causseaux, Long Beach, California

Airplane: Beech Bonanza E 35 225 h.p.

Sponsors: Eddy's Garage, Auto Repair, Long Beach, California

T. Melvin Avants, agent for New York Life Insurance Co., Long Beach, California

This crew will be racing in their first TAR. Doris holds a Commercial Certificate, SEL rating with 500 flying hours. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc. Myron, her husband, owns Eddy's Garage and is also a pilot. They have two children.

Mary does not fly but is very interested in aviation. She is a teacher at Compton City Schools and has one child.

#36

Pilot: Frances S. Bera, Long Beach, California

Airplane: Beechcraft Bonanza E 35 225 h.p.

Sponsor: Belmont Aviation Corporation, "Beechcraft and Aircoupe Dealers, FAA approved flight school and repair shop. One of the Southland's newest and most complete aviation facilities," Long Beach, Calif.

Fran will be racing solo in her eleventh TAR. She placed first in 1953, 55, 56, 58, and was co-pilot of first place in 1951 and placed second in 1954. She holds an ATR, SEL, MEL, SES, MES, Instrument, and Flight Instructor ratings. She has 10,000 flying hours. She is Vice-Chairman of the Long Beach Chapter of The Ninety-Nines, Inc. She is employed by Belmont Aviation Corp., her sponsor, as part time instructor and charter pilot. She was a member of the Women's Parachute Corps, during WW II and was CAA Commercial Pilot examiner for 10 years.

#37

Pilot: (R) Pauline Glasson, Corpus Christi, Texas
Co-Pilot: (L) Lena Jackson, Corpus Christi, Texas
Airplane: Cessna 175 175 h.p.

Sponsor: Glasson Aerial Photography, Corpus Christi, Texas
Pauline is competing in her ninth TAR and has been in the top five places four times. She holds a Commercial Certificate, SEL, Instructor, and Instrument ratings with over 10,000 flying hours. Claude, her husband, does Pipeline Patrolling and Aerial Photography. He is a pilot.

Lena is flying in her first air race. She is a Student pilot.



#38

Pilot: (L) Sandra Killion, Santa Barbara, California
Co-Pilot: (R) Jacqueline Sepulveda, Whittier, California
Airplane: Beechcraft Bonanza D-35 225 h.p.
Sponsor: KEMage Chemical Corp., Industrial chemical compounds for all types of cleaning. Los Angeles, California.

Sandra is entering her fourth TAR. She holds a Private Certificate, SEL rating and has 620 flying hours. She is Chairman of the Santa Barbara Chapter of The Ninety-Nines, Inc. Kenneth, her husband, is a Union Oil Dealer and they have two children.

Jackie is entering her first TAR. She holds a Private Certificate, SEL rating and has 450 flying hours. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc. Tom, her husband, who is also a pilot, is Vice-President of KEMAGE Chemical Corp. They have two daughters and two sons.



#39

Pilot: (R) Joyce Roggio, Villanova, Pennsylvania
Co-Pilot: (L) Marie D'Alterio, Havertown, Pennsylvania
Airplane: Cessna 175 175 h.p.
Sponsor: Zenith Metal Products Co., "For Cabinet Perfection Make a Zenith Selection," Primos, Pennsylvania

This crew will be competing in their first TAR. Joyce holds a Private Certificate, SEL rating, and has 213 flying hours. She is Treasurer of the Eastern Pennsylvania Chapter of The Ninety-Nines, Inc. Victor, her husband, is also a pilot and owner of Zenith Metal Products Co. They have six children.

Marie holds a Private Certificate, SEL rating, and has 100 flying hours. She is Chairman of the Eastern Pennsylvania Chapter of The Ninety-Nines, Inc. Anthony, her husband, is in the automotive parts and rebuilding business and is also a pilot. They have three children.



#40

Pilot: (L) Loretta H. Peacock, Houston, Texas
Co-Pilot: (R) Helen Guinn, Houston, Texas
Airplane: Cessna 172 Skyhawk 145 h.p.
Sponsor: Guinn Flying Service, Instruction and Charter, Pearland, Texas

This crew will be racing in their first TAR. Loretta holds a Private Certificate, SEL rating and has 680 flying hours. She is employed as Secretary by the Charles Corp. C.J., her husband, owns Peacock Auto Repair and is also a pilot.

Helen holds a Private Certificate, SEL rating and has 108 flying hours. She and her husband, Joel, own and operate Guinn Flying Service. They have two children.





#41

Pilot: (L) Mary Ann Noah, Mission, Kansas
Co-Pilot: Joan Manda, Pleasant Hill, Missouri
Airplane: Cessna 175 175 h.p.

This crew will be competing in their second TAR. Mary Ann holds a Commercial Certificate, SEL, MEL, and Instrument ratings. She has 440 flying hours and is a member of the Greater Kansas City Chapter of The Ninety-Nines, Inc. Brooks, her husband, is President of First American Products, Inc. He is a pilot, too, and they have four children.

Joan is flying in her first TAR.



#42

Pilot: (R) Frances Miller, Columbia, South Carolina
Co-Pilot: (L) Sylvia Roth, Glencoe, Illinois
Airplane: Piper PA 24 Comanche 180 h.p.
Sponsor: Aircraft Sales and Service, Inc., Piper Aircraft dealer and Fixed base operator, Columbia, South Carolina

Frances will be racing in her third TAR and placed second in 1960. She holds an ATR, SEL, MEL, Flight Instructor, Ground Instructor, and Instrument ratings with 6500 flying hours. She is Chairman of the Carolinas Chapter and Vice Governor of the South East Section of The Ninety-Nines, Inc. She is Chief Pilot for Aircraft Sales and Service, Inc.

Sylvia is competing in her eighth TAR. She holds an ATR, SEL, MEL, Flight Instructor, Ground Instructor, and Instrument ratings. She has 6500 hours flying time and is employed by Encyclopedia Britannica Films as Corporation Pilot. She is a member of the AWTAR, Inc. Board of Directors and the Chicago Area Chapter of The Ninety-Nines, Inc.



#43

Pilot: (L) Myrtle Amelia Wright, El Sobrante, California
Co-Pilot: (R) Pat Stouffer, Napa, California
Airplane: Cessna 170 B 145 h.p.

Myrtle is racing in her second TAR. She holds a Private Certificate, SEL rating with 495 flying hours. She is a member of the Redwood Empire Chapter of The Ninety-Nines, Inc. She is a bookkeeper for Williams & Lane, Inc. George, her husband, is a roofer for Paul Rogers Co. and they have one child.

Pat is racing in her third TAR. She holds a Private Certificate, SEL rating and has 260 flying hours. She is Secretary-Treasurer of the Redwood Empire Chapter of The Ninety-Nines, Inc. She is a teacher for the Napa City Schools.



#44

Pilot: (R) Gladys Muter, Chicago, Illinois
Co-Pilot: (L) Doris Langher, Chicago, Illinois
Airplane: Piper PA 23 Apache 300 h.p.
Sponsor: The Muter Company, Manufacturer of Electronic Components, Chicago, Illinois

Gladys will be entering her eighth TAR. She holds a Private Certificate, SEL, MEL ratings and has 1,447 flying hours. She is a member of the Chicago Area Chapter of The Ninety-Nines, Inc. Leslie, her husband, is President and owner of The Muter Company. He is a pilot, too.

Doris will be entering her ninth TAR. She holds an ATR, SEL, MEL, SES, MES, Instrument and Flight Instructor ratings. She has 8,000 flying hours. She is a member of the Chicago Area Chapter of The Ninety-Nines, Inc. She is a Flight Simulator Instructor for United Air Lines, giving instruction for Airline Transport ratings, Instrument flying and does charter flying.

#45

Pilot: (R) Pauline Meighen, Colorado Springs, Colorado
Co-Pilot: (L) Marilyn Walsh, Colorado Springs, Colorado
Airplane: Cessna 175 A Skylark 175 h.p.

This crew is racing in their first TAR. Pauline holds a Private Certificate, SEL rating and has 170 flying hours. She is a member of the Colorado Chapter of The Ninety-Nines, Inc. She is a bookkeeper for Ladwig Welding & Mfg. Co. Thomas, her husband, is a Painting Contractor for Rainbow Decorating Co. He is also a pilot.

Marilynn is a Student Pilot and has 50 flying hours.



#46

Pilot: (R) Dorothy McLeod, Phoenix, Arizona
Co-Pilot: (L) Patricia Runyan, Phoenix, Arizona
Airplane: Cessna 172 145 h.p.

Dorothy is entering her first TAR. She holds a Private Certificate, SEL rating and has 230 flying hours. She is a member of the Phoenix Chapter of The Ninety-Nines, Inc. She is Assistant Professor of Nursing at Arizona State University, Tempe, Arizona.

Pat is flying in her third TAR. She holds a Private Certificate, SEL rating with 175 flying hours. She is a member of the Phoenix Chapter of Ninety-Nines, Inc. and is a Registered X-Ray Technician employed by Dr. James Harold. William, her husband, who is a pilot, is a Sales Representative for Pacific Copy of Arizona. They have two children.



#47

Pilot: (R) Dr. Anne E. Roethke, Milwaukee, Wisconsin
Co-Pilot: (L) Dorothy G. Parks, Milwaukee, Wisconsin
Airplane: Piper PA 22 Caribbean 150 h.p.
Sponsor: Midwest Airways, Inc., Piper Distributor, Aircraft Sales & Service, Flying School, Cudahy, Wisconsin

Dr. Anne is racing in her second TAR. She holds a Private Certificate, SEL, SES ratings. She has 400 flying hours and is a member of the Wisconsin Chapter of The Ninety-Nines, Inc. She is self-employed, an Anesthesiologist at St. Luke's Hospital, Milwaukee, Wisconsin.

Dorothy is racing in her first TAR. She holds a Private Certificate, SEL rating and has 80 flying hours. She is a member of the Wisconsin Chapter of The Ninety-Nines, Inc. James, a pilot, is President of Parks Engineering, Inc. They have two children.



#48

Pilot: (L) Jane La Mar, Rialto, California
Co-Pilot: (R) Maurine Leonard, Columbia, Connecticut
Airplane: Cessna 150 100 h.p.
Sponsors: Las Palmas Air Service, Cessna Dealer, Riverside, Calif.
Fergusson Electric Co., Electrical Contractor, Rialto, Calif. and the "Wonderful" people of Rialto who are boosters of flying."

Jane is racing her first TAR. She holds a Commercial Certificate, SEL, Flight Instructor ratings and has 900 flying hours. Sam, her husband, is an Aeronautical Engineer for Douglas Aircraft. He is also a pilot and they have two girls.

Maurine is entering her second TAR. She holds a Commercial Certificate SEL rating and has 370 flying hours. She is passenger service manager for American Airlines Inc.





#49

Pilot: (R) Leah Higgins, Highland Park, Michigan

Co-Pilot: (L) Mary Von Mach, Detroit, Michigan

Airplane: Cessna 175 175 h.p.

Leah will be flying in her second TAR. She holds a Commercial Certificate, SEL rating with 565 flying hours. She is a member of the Michigan Chapter of The Ninety-Nines, Inc. She is a teacher of totally deaf children, employed by the Board of Education, Detroit, Michigan.

Mary is entering her first TAR. She holds a Private Certificate, SEL rating with 1800 hours flying time. She is a charter member of The Ninety-Nines, Inc. and belongs to the Michigan Chapter. She flew in the first "Powder Puff Derby" for women in 1929. She is a Saleswoman for Henri's Paint Co.



#50

Pilot: (R) Nancy M. Diemand, Holicong, Pennsylvania

Co-Pilot: (L) Deborah Diemand, Holicong, Pennsylvania

Airplane: Cessna 175 175 h.p.

Sponsor: Greater Philadelphia Magazine, "Magazine interested in the growth and improvement of the Philadelphia area," Philadelphia, Pennsylvania

This mother-daughter team will be competing in their second TAR. The mother, Nancy, holds a Commercial Certificate, SEL, SES, MEL, and Instrument ratings. She has 935 flying hours and is a member of the Eastern Pennsylvania Chapter of The Ninety-Nines, Inc. Her husband, John, a pilot, is in the insurance business. They have two children.

Deborah is a Student Pilot and has logged 20 hours of flying time.



#51

Pilot: (R) Ethel Knuth, Indianapolis, Indiana

Co-Pilot: Delia Sanders, Indianapolis, Indiana

Airplane: Cessna 170B 145 h.p.

Sponsor: Fantasyland, "Storybook park for children and adults. This quaint charming village of yesterday is a magical wonderland of make believe in a peaceful setting provided by Mother Nature." Gettysburg, Pennsylvania

Ethel is racing in her second TAR. She holds a Private Certificate, SEL rating with 450 hours flying time. She is a member of the Indiana Chapter of The Ninety-Nines, Inc. and is Secretary for Stokely-Van Camp, Inc. Mr. Knuth, also a pilot, is a Technician at Underwood Corp. They have one son, Ronald, who is a FAA Controller at ATC.

Delia is entering her first air race. She holds a Private Certificate, SEL rating and has 260 flying hours. She is also a member of the Indiana Chapter of The Ninety-Nines, Inc. and does actuarial work at Haight, Davis & Haight, Inc. Harry, her husband, is Service Manager for the Chevrolet Motor Division. He flies, too.



#52

Pilot: Louise J. Hyde, New York, New York

Airplane: Beechcraft Bonanza E 35 205 h.p.

Louise is racing solo in her fourth TAR. She holds a Commercial Certificate, SEL, MEL, ratings with 1,450 flying hours. She was a WASP during WW II and is a member of the New York-New Jersey Section of The Ninety-Nines, Inc. Gordon, her husband, is Vice-President of the D'Arcy Advertising Company of New York.

#53

Pilot: (L) Myra Greer, Long Beach, California

Co-Pilot: (R) Cleo Morrison, Long Beach, California

Airplane: Cessna 172 145 h.p.

Sponsors: Morrison Vacuum Truck Service, Long Beach, California;
Walling Radio and Speedometer Service, Long Beach, California;
and Don Greer Used Cars, Long Beach, California

Myra is racing in her third TAR. She holds a Private Certificate SEL rating and has 475 flying hours. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc. Don, her husband, who is a pilot is self employed. They have two daughters.

Cleo is racing in her seventh TAR. She holds a Commercial Certificate SEL, MEL ratings and has 1,180 flying hours. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc. Robert, her husband, who owns Morrison Vacuum Truck Service, is a pilot, too. They have three sons.



#54

Pilot: (R) Ruby M. Mensching, Akron, Ohio

Co-Pilot: (L) Mary L. Wood, Akron, Ohio

Airplane: Piper Tri-Pacer PA 22 150 h.p.

Sponsors: Cleveland & Buffalo Transit Co., Inc., Trucking, Cleveland, Ohio;
Majestic Specialties, Inc., Women's Sportswear, Cleveland, Ohio

This crew is entering their first TAR. Ruby holds a Commercial Certificate, SEL, Link, and Flight Instructor ratings and has 2000 plus flying hours. She was a WASP during WWII. She is owner-partner of Mensching Electronics Co. James, her husband, who is a Design Engineer for Goodyear Aircraft Corp., is a student pilot. They have one child.

Mary is a student pilot with 12 hours flying time. She does accounting for Cleveland & Buffalo Transit Co., Inc. of which her husband, Neal, is President. They have one child.



#55

Pilot: (L) Virginia Huidekoper, Wilson, Wyoming

Co-Pilot: (R) Anne R. Sareka, Cuttingsville, Vermont

Airplane: Cessna 182 D Skylane 230 h.p.

This crew is entering their first TAR. Virginia holds a Commercial Certificate, SEL rating and has 700 flying hours. She is a member of the Eastern Idaho Chapter of The Ninety-Nines, Inc. James, her husband, who is also a pilot, is a rancher. They have three children.

Anne is a student pilot with 14 hours flying time. She is a psychologist and abstract painter.



#56

Pilot: (R) Jean W. Brewer, Tucson, Arizona

Co-Pilot: (L) Beatrice Edgerly Macpherson, Tucson, Arizona

Airplane: Piper Tri-Pacer PA 22 150 h.p.

Sponsor: "Sponsored anonymously for the Tucson Boys Chorus,
Tucson, Arizona"

Jean is entering her first TAR. She holds a Commercial Certificate SEL and Flight Instructor ratings and has 782 flying hours. She is a member of the Tucson Chapter of The Ninety-Nines, Inc., and is a charter pilot and instructor for Donald Aircraft Corp. She has three children.

Bee is entering her seventh TAR. She holds a Private Certificate SEL rating and has 550 flying hours. She is treasurer of the Tucson Chapter of The Ninety-Nines, Inc. Bee is an artist, writer, and art critic for Arizona Daily Star Harvard, her husband, is an artist, too. They have one child.





#57

Pilot: (L) Elizabeth J. Hall, Oroville, California
 Co-Pilot: () Zoe Dell West, Willows, California
 Airplane: Piper PA 22 Tri-Pacer 150 h.p.
 Sponsor: Feather River Airways, Flight Instruction and Charter,
 Oroville Municipal Airport, Oroville, California

Elizabeth will be entering her second TAR. She holds a Commercial Certificate, SEL, MEL, Instrument, and Flight Instructors ratings and has 3,000 flying hours. She flies as Charter Pilot and Flight Instructor for Feather Airways, which is owned by her husband, Wayne, also a pilot. They have two children.

Zoe is entering her first TAR. She is a Student Pilot and has 100 flying hours. Sib, her husband, is also a pilot. He is a self-employed Dentist.



#58

Pilot: (L) Georgia Dover, Whittier, California
 Co-Pilot: (R) Penny Swope, Glendora, California
 Airplane: Cessna 170B 145 h.p.
 Sponsors: Dr. Ross Penny, Dentist, Omaha, Nebraska
 Trans-World Motors, Foreign and Domestic Fine Used Cars,
 San Diego, California

Georgia is entering her first TAR. She holds a Commercial Certificate SEL, SES, Flight Instructor, and Instrument ratings with 2,000 hours flying time. She is a member of the San Gabriel Valley Chapter of The Ninety-Nines, Inc. She is a Director of Nursing Education at Metropolitan State Hospital, Norwalk, California. Harold, her husband, who is a pilot, is an Electrical Engineer at Edison Company.

Penny is racing in her third TAR. She holds a Private Certificate, SEL rating with 450 flying hours. She is Chairman of the San Gabriel Valley Chapter of The Ninety-Nines, Inc. She is a real estate saleswoman for the Covina Realty Co.



#59

Pilot: (L) Nancy Bird Walton, New South Wales, Australia
 Co-Pilot: (R) Lauretta Foy Savory, Van Nuys, California
 Airplane: Piper Comanche PA 24 250 h.p.
 Sponsor: Roland Walton and Co., Stock Brokers, Sydney, New South Wales, Australia

Nancy will be racing in her second TAR, and placed fifth in 1958. She has a Private Certificate SEL rating and has 900 hours flying time. She is the International Representative of The Ninety-Nines, Inc. and the Governor of the Australian Section. She is married to Charles Walton, Managing Director of Caesar Fabrics, Ltd., and has two children.

Lauretta will be racing in her sixth TAR, and placed first in 1949. She holds a Commercial Certificate SEL and Flight Instructor ratings, with 6,000 hours flying time. She is a member of The Ninety-Nines, Inc. and was a WASP during WW II. She is a stock broker for Dempsey-Tegeler and Co. William, her husband, also a pilot, is the West Coast Representative for General Electronics Laboratories. They have three sons and three grandchildren.

#60

Pilot: (R) Alice H. Hammond, Meadowbrook, Pennsylvania
 Co-Pilot: (L) Irene Nerove Wirtschafter, Philadelphia, Pennsylvania
 Airplane: Cessna 180 225 h.p.
 Sponsor: LUDEN'S, Inc., Reading, Pennsylvania. "Luden's, Inc., long famous for its original mentholated cough drops is bringing out a new HONEY LEMON COUGH DROP this year in honor of their 80th Anniversary."

This is Alice's seventh TAR. She holds a Commercial Certificate, SEL, SES, and Instrument ratings. She has over 2,700 flying hours to her credit. During WW II Alice served as an Instrument Instructor. She is a member of the Michigan Chapter of The Ninety-Nines, Inc., and is a Past International President. John, her husband, is an Executive with the General Aircraft Supply Corp., North Philadelphia Airport, Philadelphia. They have three children.

Irene is flying her first TAR this year. She holds a Private Certificate, SEL rating and has 102 flying hours to her credit. Irene is an Internal Revenue Agent for the Treasury Department. She is a member of The Ninety-Nines, Inc.



#61

Pilot: (R) Jacquelyn R. Markham, Battle Creek, Michigan

Co-Pilot: (L) Jo Anne Aldrich, Lansing, Michigan

Airplane: Cessna 180 225 h.p.

Sponsor: Archway Home Style Cookies, The thirty varieties of home-style cookies are available at local stores coast-to-coast, baked fresh daily by Archway's Nineteen Bakeries

This crew is racing in their first TAR. Jacquelyn holds a Private Certificate, SEL rating and has 200 flying hours. She is a member of the Michigan Chapter of The Ninety-Nines, Inc. George, her husband, is General Manager of Swanson Cookie Co. and they have three daughters.

Jo Anne will be a passenger as she does not fly. Keith, her husband, is Co-owner of Aldrich Automotive Supply. They have three children.



#62

Pilot: (R) Christine L. Winzer, West Redding, Conn.

Co-Pilot: (L) Rae Tober, Springfield, Mass.

Airplane: Cessna 172 B 145 h.p.

Sponsor: Danbury Chamber of Commerce, "A good place to live and work," Danbury, Conn.

This crew will be racing in their first TAR. Christine holds a Private Certificate, SEL rating with 200 flying hours. She is a member of the New York-New Jersey Section of The Ninety-Nines, Inc. She is a secretary for Viking Wire Co. Ted, her husband, is a DC-8 Pilot for Pan American World Airways and they have two children.

Rae holds a Private Certificate, SEL rating with 180 flying hours. She is Treasurer of the New England Section of The Ninety-Nines, Inc. Merwin, her husband, who is a pilot, is President of Tober Foreign Motors. They have two children.



#63

Pilot: (L) Sarah Lee Gorelick, Kansas City, Kansas

Co-Pilot: (R) Ruth Stafford, Raytown, Missouri

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

This is Sarah's sixth TAR. She holds a Commercial Certificate, SEL, MEL, Glider, Flight Instructor, Instrument ratings. She has 1,200 flying hours to her credit. Sarah is an Engineering Assistant for A. T. & T., and is a member of The Ninety-Nines, Inc.

Ruth is flying her first TAR. She holds a Private Certificate, SEL rating with 200 flying hours. She is a member of The Ninety-Nines, Inc. Sheldon, her husband, is also a pilot. He has a Newspaper Agency in Raytown. They have three children.



#64

Pilot: (L) Sophia M. Payton, Indianapolis, Indiana

Co-Pilot: (R) Rae Cawdell, Indianapolis, Indiana

Airplane: Cessna Skyhawk 172 145 h.p.

Sponsor: "Flying Togs"—Weir Cook Airport Beauty Salon, Indpls., Ind.

Sophia is entering her second TAR. She holds a Commercial Certificate, SEL, and glider ratings with 630 flying hours. She is a member of the Indiana Chapter of The Ninety-Nines, Inc. and does part time office work for Ballou Co. Neal, her husband, is a pilot for Lake Central Airlines.

Rae is entering her first TAR. She holds a Private Certificate, SEL rating and has 187 flying hours. She is a member of the Indiana chapter of The Ninety-Nines, Inc. She does public relation work for Lake Central Airlines, Weir Cook Airport, Indianapolis.





#65

Pilot: (R) Margaret B. Petty, Muncie, Indiana
Co-Pilot: (L) Jill McCormick, Lafayette, Indiana
Airplane: Piper PA 24 Comanche 250 h.p.

This crew is racing in their first TAR. Margaret holds a Private Certificate, SEL rating and has 585 flying hours. She is a member of the Indiana Chapter of The Ninety-Nines, Inc. She has two children.

Jill holds a Commercial Certificate SEL, MEL, Instrument, and Flight Instructor ratings and has 1,452 hours. She was a WASP during WW II. She is a member of the Indiana Chapter of The Ninety-Nines, Inc. She is an Instructor of the Professional Pilots Program of the Aviation Dept. at Purdue University, Lafayette, Indiana.



#66

Pilot: (L) Opal Marie Sanders, San Bernardino, California
Co-Pilot: (R) Clara M. Aldrich, San Diego, California
Airplane: Cessna 182 230 h.p.

Sponsor: Miss and Mrs. Fashions, "Ladies and Children's Wear," San Bernardino, California

Opal is racing in her second TAR. She has a Private Certificate, SEL rating with 315 flying hours. She is a member of the San Gabriel Valley Chapter of The Ninety-Nines, Inc. She owns Miss and Mrs. Fashions. Her husband, Verne, a pilot, is Salesmanager of Commercial Refrigeration Co.

Clara is racing in her third TAR. She holds a Commercial Certificate, SEL, MEL, and Instrument ratings, and has 650 flying hours. Leon, her husband, is Mech-Designer Engineer for Bechtel Corp. They have two sons and five grandchildren.



#67

Pilot: (L) Joan A. Merriam, Las Vegas, Nevada
Co-Pilot: (R) Ann M. Merriam, Miami, Florida
Airplane: Beechcraft G Bonanza 225

Joan is entering her second TAR. This is another mother-daughter team with the daughter the pilot. Joan holds ATR, SEL, MEL, Instructor and Instrument ratings with 6,100 flying hours. She is a member of the Florida Chapter of The Ninety-Nines, Inc. She is employed as contract pilot for two Corporations flying a Cessna 310 and does free lance charter.

Ann is a student pilot and 25 flying hours. She is Office Manager at Lane Bryant's, Miami, Florida. Joan is her only child.



#68

Pilot: (L) Betty Curran, Everett, Washington
Co-Pilot: (R) Minnie M. Boyd, Pullman, Washington
Airplane: Beechcraft Debonair 225 h.p.

Betty is racing in her first TAR. She holds a Private Certificate, SEL rating with 350 flying hours. Betty belongs to the Western Washington Chapter of The Ninety-Nines, Inc. She is a medical assistant to her husband, Dr. Joseph Victor Curran, who is also a pilot. They have one son.

Minnie is racing in her third TAR. She holds a Private Certificate, SEL rating and is a member of the Eastern Washington Chapter of The Ninety-Nines, Inc. Carl, her husband, who is a farmer is also a pilot. They have one daughter.

#69

Pilot: (L) Irene Leverton, North Hollywood, California
Co-Pilot: (R) Teckla Kaufman, Pacific Palisades, California
Airplane: Morrisey 2150 150 h.p.
Sponsor: Churchill County Chamber of Commerce, "Fallon, The Oasis of Nevada"

This is Irene's seventh TAR. She holds a Commercial Certificate, SEL, MEL, MES, Instrument Instructor ratings and has 8,200 hours to her credit. Irene is Chairman of the San Fernando Valley Chapter of The Ninety-Nines, Inc., and is a Charter Pilot for Gunnell Aviation, Inc.

Teckla is flying her first TAR. She holds a Private Certificate with 350 flying hours to her credit. Teckla is a member of the Los Angeles Chapter of The Ninety-Nines, Inc. Walter, her husband, is a Plumbing Contractor; they have two children.



#70

Pilot: (L) Patricia Davis Arnold, West Hartford, Connecticut
Co-Pilot: (R) Charlotte Sullivan Kelley, Scituate, Massachusetts
Airplane: Cessna Skylane 182 230 h.p.

Patricia is entering her third TAR. She holds a Commercial Certificate, SEL, SES ratings and has 2,500 flying hours. She is a member of the New England Section of The Ninety-Nines, Inc. She formerly operated an air taxi service but is retired.

Charlotte is entering her first TAR. She holds a Commercial Certificate, SEL, SES, and rotor-craft ratings, with 900 flying hours. She is Governor of the New England Section of The Ninety-Nines, Inc. and the Whirly Girls. Leonard, her husband, is an attorney and they have two children.



#71

Pilot: Velma "Mickey" Gregory, Norwalk, California
Co-Pilot: Audrey Ona Thomas, Downey, California
Airplane: Cessna 175 A Skylark 175 h.p.
Sponsors: Kelly Thomas, Pico Truck Body Co., Rubbish Disposal, Pico Rivera, California; Sky-Larks of Southern California, "Social Flying Club" and Dennis Hildebrandt, "Hildebrandt Speed Equipment for Cars," Santa Fe Springs, California

"Mickey" is entering her second TAR. She holds a Private Certificate, SEL rating and has 261 flying hours. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc. She is self-employed as a caterer. George, her husband, is manager of Quince Automotive Co. and also a pilot. They have one child.

Audrey is entering her first TAR. She holds a Private Certificate, SEL rating and has 228 hours flying time. She is a clerk at the U. S. Post Office and her husband, Charles, is a Distribution Engineer for the Linde Co. They have two daughters and three grandchildren.



#72

Pilot: (R) Helen Gaye Grahm, Indianapolis, Indiana
Co-Pilot: (L) Lena ("Pat") Patterson, Indianapolis, Indiana
Airplane: Cessna 175 A Skylark 175 h.p.
Sponsor: Pierson Printing Company, Indianapolis, Indiana

This is Helen's first TAR. She holds a Private Certificate with 184 flying hours. She is a member of the Indiana Chapter of The Ninety-Nines, Inc. Vernie, her husband, owns the Pierson Printing Company in Indianapolis. They have three children.

"Pat" is flying her first TAR this year. She holds a Private Certificate with 120 flying hours to her credit. "Pat" is a member of the Indiana Chapter of The Ninety-Nines, Inc., and is an Auditor for the U. S. General Accounting Office in Indianapolis. Owen, her husband, is a Fiscal Audit Superintendent in the U. S. General Accounting Office.





#73

Pilot: (R) Norma P. Wilcox, Glendora, California
Co-Pilot: (L) Donna Wilcox, Los Angeles, California
Airplane: Piper PA 22 Tri-Pacer 150 h.p.
Sponsors: Los Angeles Precision Optical Industries, "Precision Optics," California

This crew is entering their first air race. Norma has a Commercial Certificate, SEL rating with 500 flying hours. She is Vice-Chairman of the San Gabriel Valley Chapter of The Ninety-Nines, Inc. Nathan, her husband, who is also a pilot is Supervisor for Nortronics, Hawthorne. They have two children and seven grandchildren.

Donna has 15 hours flying time. She is Secretary for Nortronics. Allison, her husband, is a pilot and a student at Northrop Institute of Technology, Hawthorne, California. They have four sons.



#74

Pilot: (R) Peg Ong, Marion, Iowa
Co-Pilot: (L) Mary Frenzel, Denver, Colorado
Aircraft: Beechcraft Bonanza E-35 225 h.p.
Sponsor: Cuckler Steel Span Company, Manufacturers of Cuckler Buildings, Monticello, Iowa

This is Peg's second TAR. She holds a Commercial Certificate, SEL rating with 375 flying hours to her credit. She is a member of the Iowa Chapter of The Ninety-Nines, Inc. Peg is a former ferry pilot, a Registered Nurse, a free-lance writer and Company Pilot for the Cuckler Steel Span Company. James, her husband, is a pilot and is Sales Promotion Manager for the Collins Radio Company in Cedar Rapids. They have three children.

Mary is flying her second TAR. She holds a Private Certificate, SEL rating with 425 hours to her credit. Mary is Secretary of the Colorado Chapter of The Ninety-Nines, Inc. Robert, her husband, is also a pilot.



#75

Pilot: (L) Peral Laska, Fairbanks, Alaska
Co-Pilot: (R) Vivienne D. Schrank, Jordan, Montana
Airplane: Cessna 150 100 h.p.

Pearl is racing in her fifth TAR. She holds a Commercial Certificate, SEL, SES, and Instructor ratings and has 3,000 flying hours. She is a member of the Alaska Chapter of The Ninety-Nines, Inc. She is a Junior High School Teacher for Fairbanks School District. She has done bush flying, and flight instruction in Alaska as well as ferry planes to Alaska.

Vivienne is racing in her fifth TAR, too. She holds a Commercial Certificate, SEL, SES, and Flight Instructor ratings, and has 1,400 flying hours. She is a member of the Montana Chapter of The Ninety-Nines, Inc. Milton, her husband, also a pilot, owns and manages Rio Theatre, and they have one daughter and two grandchildren.



#76

Pilot: (L) Helen Grienke, Bloomington, Illinois
Co-Pilot: (R) Anne A. Grimm, Saybrook, Illinois
Airplane: Cessna 172 Skylark 145 h.p.

Helen is racing in her eleventh TAR, having finished third in 1948. She holds a Commercial Certificate, SEL, and Flight Instructor, and ground instructor ratings, with 2,000 flying hours. She is a member of the Central Illinois Chapter of The Ninety-Nines, Inc. She is self-employed as a Ground School Instructor and has written several books on Ground School subjects and FAA procedures.

Anne is racing in her second TAR. Although she is not a pilot she is interested in flying. She is employed by Hangar Flying and Hotel Rogers, Bloomington, Illinois and has two children.

#77

Pilot: (R) Patricia Thomas Gladney, Los Altos, California

Co-Pilot: (L) Margaret Standish, Mountain View, California

Airplane: Cessna 180 230 h.p.

Sponsors: Wright Brothers, Inc. "Cessna Sales and Service," Municipal Airport, San Jose, California and "Aero Vector," Manufacturers of Aero Tractor & Aircraft Windshields & Windows, San Jose, Calif.

Pat will be flying her ninth TAR. She holds a Commercial Certificate, SEL, MEL, SES, MES, Flight Instructor and Instrument ratings. She was a WASP during WW II and won the first Amelia Earhart Scholarship. She has 8,350 flying hours and is a member of the Santa Clara Valley Chapter of The Ninety-Nines, Inc. Jack, her husband, is an Airline Captain for Pacific Airlines and they have two daughters.

Margaret will be flying her ninth TAR, too. She holds a Commercial Certificate, SEL and Flight Instructor ratings with 2,200 flying hours. She was a WASP during WW II and is employed by Lockheed Sunnyvale Missile and Space Division.



#78

Pilot: (L) Claire Lee Walters, Los Angeles, California

Co-Pilot: (R) Betty Jane Faux, Los Angeles, California

Airplane: Cessna 175 A Skylark 175 h.p.

Sponsor: Claire Walters Flight Academy, Inc., "FFA Approved Flight Instruction, Aircraft Rental, and Charter, "One of the fastest growing schools in the country," Santa Monica, California

Claire will be competing in her seventh TAR. She placed first in 1951 and fourth in 1950. She holds a Commercial Certificate, SEL, MEL, and Flight Instructor ratings with 14,075 flying hours. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc. Claire is President and Chief Pilot of her own flight school. Five of her students are contestants this year. She has two children.

Betty is competing in her second TAR. She holds a Commercial Certificate, SEL, MEL, and Flight Instructor ratings, and has 800 hours flying time. She was a former student of Claire's and is currently employed as Flight Instructor and Business Manager of Claire's School. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc.



#79

Pilot: (R) Kathleen Braithwaite, El Segundo, California

Co-Pilot: (L) Aileen Pickering, Los Angeles, California

Airplane: Cessna 175 A 175 h.p.

Sponsor: Benbow Aero, "Aircraft Maintenance & Overhaul," Hangar 19, Torrance Airport, Torrance, Calif.

Kathleen will be racing in her second TAR. She holds a Private Certificate, SEL and Instrument ratings and has 350 flying hours. She is a member of the Los Angeles Chapter of The Ninety-Nines, Inc., and is employed as a scheduler by North American Aviation, Inc. She has two children.

Aileen will be racing in her fifth TAR. She holds a Commercial Certificate, SEL, SES ratings and has 500 flying hours. She is Secretary-treasurer of the Los Angeles Chapter of The Ninety-Nines, Inc. She is owner of The Party Smarty Co. and has one child.



#80

Pilot: (L) Ethel Taylor, De Kalb, Illinois

Co-Pilot: (R) Lorraine S. McCorkle, De Kalb, Illinois

Airplane: Piper Tri-Pacer PA 22 150 h.p.

Sponsors: Joseph Brody & Bros., Manufacturers of "Sycamore Coats," De Kalb, Illinois; and Taylor Flying Service, "Piper Dealer-Charter Instruction—Used Aircraft Parts," De Kalb Airport, De Kalb, Ill.

Ethel will be racing in her second TAR. She holds a Private Certificate, SEL, MEL ratings and has 160 flying hours. She is a new member of the Rockford Chapter of The Ninety-Nines, Inc. Pete, her husband, owns Taylor Flying Service and is a pilot. Ethel is in charge of the Airport operation and Coffee Shop. They have five children.

Lorraine is racing in her first TAR. She is a member of The Ninety-Nines, Inc. She is a legal secretary. Hugh, her husband, is Chief Pilot for De Kalb Agriculture Ass'n., Inc. They have three boys.





#81

Pilot: (L) Louise M. Smith, High Point, North Carolina
Co-Pilot: (R) Eugenia "Deedo" Heise, Milwaukee, Wisconsin
Airplane: Beechcraft Bonanza F 35 225 h.p.

Louise is racing in her fifth TAR. She holds a Commercial Certificate, SEL rating and has 2,000 flying hours. She is a member of the Executive Committee of The Ninety-Nines, Inc., and belongs to the Carolinas Chapter. Herman, her husband, is a hosiery manufacturer and owns a lumber co. They have two children.

"Deedo" is racing in her third TAR. She holds a Private Certificate, SEL and Instrument ratings with 3,000 flying hours. She is the International President of The Ninety-Nines, Inc., and a member of the Wisconsin Chapter. Dr. Herman A. Heise, her husband, is a pilot, too. They have two children.



#82

Pilot: (R) Mary B. Hall, Whittier, California
Co-Pilot: (L) Mary Elizabeth Frankland, Corona, California
Airplane: Piper Tri-pacer PA 22 150 h.p.
Sponsor: Stanley Home Products, Inc., "Quality Plus," Household Products, Products for better grooming and easier housekeeping, Westfield, Mass.

This will be their first air race. Mary Hall holds a Private Certificate, SEL rating with 250 flying hours. She is a member of The Ninety-Nines, Inc. Archie, her husband, is also a pilot. He is a machinist for Nemec Engineer Co. They have six children and fifteen grandchildren. Mary is employed by Stanley Products.

Mary Frankland is a Student Pilot and has 45 flying hours. R. Harold, her husband, is cable splicer for Pacific Tel. & Tel. Co. They have two boys.

#83

Pilot: Frances Slape, Deming, New Mexico
Co-Pilot: Alice A. Strickland, El Paso, Texas
Airplane: Piper PA 24 Comanche 180 h.p.

This crew will be entering their first TAR. Frances holds a Private Certificate, SEL rating with 275 flying hours. She is a member of the El Paso Chapter of The Ninety-Nines, Inc. Dewey, her husband, a pilot, is a plant operator for El Paso Natural Gas Co. They have four children.

Alice holds a Commercial Certificate, SEL rating and has 275 flying hours. She is a member of the El Paso Chapter of The Ninety-Nines, Inc. and has a son.

#84

Pilot: Grace M. Harris, Kansas City, Missouri
Co-Pilot: Doris Funk, Las Vegas, Nevada
Airplane: Beechcraft Bonanza G 35 225 h.p.

Grace will be racing in her third TAR. She holds a Commercial Certificate, SEL, SES, MEL, and Flight Instructor ratings, with 2,250 flying hours. She is a member of the Greater Kansas City Chapter of The Ninety-Nines, Inc.

Doris is flying in her first air race as a passenger.

#85

Pilot: (shown) Jean Rose, Gardena, California

Co-Pilot: Elba Dedes, El Segundo, California

Airplane: Cessna 172 145 h.p.

Jean is racing in her eighth TAR having placed first in 1950 and was co-pilot for second place in 1957. She holds a Commercial Certificate, SEL, MEL ratings with 8,500 flying hours. She is a member of the San Fernando Valley Chapter of The Ninety-Nines, Inc. 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.

Elba is racing in her first TAR. She holds a Private Certificate, SEL rating with 208 flying hours. Gus, her husband, is also a pilot and owns an Auto Electrician business. They have three children.



#86

Pilot: Barbara H. Tucker, La Mesa, California

Co-Pilot: Helen C. Cannon, Las Vegas, Nevada

Airplane: Mooney Mark 20 A 180 h.p.

Sponsor: I.F.R. Training, "Specialists in all weather instrument training," Gillespie Field, Santee, California

This crew will be racing in their first TAR. Barbara holds a Commercial Certificate, SEL, MEL ratings and has 650 flying hours. She was a WASP during WW II. John, her husband, is an Airline Captain for Pacific Southwest Airlines and they have three children.

Helen holds a Commercial Certificate, SEL, Glider, and Flight Instructor ratings with 1,700 flying hours. She was a WASP during WW II. R. O. Cannon, Jr., her husband, is Vice President and General Mgr. of Hotel Tropicana, Las Vegas.



#87

Pilot: Jean Clark, Whittier, California

Airplane: Cessna Tri-geared 140 A 90 h.p.

Sponsor: Met-Co Aire, "Aircraft Conversions," Fullerton, California

Jean will be racing solo in her fifth TAR. She holds a Private Certificate, SEL rating with 450 flying hours. She is a member of the Long Beach Chapter of The Ninety-Nines, Inc. Jean is Secretary for Met-Co-Aire, her sponsor.



#88

Pilot: (L) Barbara E. Jenison, Paris, Illinois

Co-Pilot: (R) Jean Hixson, Akron, Ohio

Airplane: Piper Tri-Pacer PA 22 150 h.p.

Sponsor: Jantzen, Inc., "Sportswear Mfg.," Portland, Oregon

Barbara is entering her sixth TAR. She holds a Private Certificate, SEL and Instrument ratings with 1,250 flying hours. She is chairman of the Central Illinois Chapter of The Ninety-Nines, Inc. Edward, her husband, is the publisher of Beacon-News, and they have one son, and three grandsons.

Jean is racing in her fourth TAR. She holds a Commercial Certificate, SEL, MEL, and Flight Instructor ratings with 4,500 flying hours. She is a member of the All Ohio Chapter of The Ninety-Nines, Inc., and was a WASP during WW II, and has flown through the sound barrier in a F-102. She is a teacher at Akron City Schools.



#89

Pilot: (R) Jean P. Reynolds, Jackson, Michigan

Co-Pilot: (L) Mary E. Clark, Jackson, Michigan

Airplane: Cessna 150 100 h.p.

Sponsors: SAVair Products Company, Designers and manufacturers of production machine components, Warren, Michigan; Hayes Industries, Inc., Manufacturers of automotive and textile parts, Jackson, Mich.; Servisoft Soft Water Service, Domestic, commercial and industrial softeners and service, Jackson, Mich.; Zimmerman Oil Company, Pure oil products, Jackson, Mich.

Jean is racing in her second TAR. She holds a Commercial Certificate, SEL and Flight Instructor ratings with 1,000 hours flying time, and is a member of the Michigan Chapter of The Ninety-Nines, Inc. She is a flight instructor for Jackson Aero Services. Edward, her husband, is also a pilot and is Operations Office Mgr. for Zantop Air Transport. They have two boys.

Mary is racing in her third TAR. She holds a Private Certificate, SEL rating with 460 flying hours. She is a member of the Michigan Chapter of The Ninety-Nines, Inc. and is secretary for John Crowley Boiler Works, Inc.



#90

Pilot: (L) Shirley Robinson, Burbank, California

Co-Pilot: (R) Crystal Goudey, Littlerock, California

Airplane: Cessna 182 230 h.p.

Shirley is racing in her third TAR and holds a Private Certificate, SEL rating with 350 flying hours. She is a member of the San Fernando Valley Chapter of The Ninety-Nines, Inc. and is a feature writer for General Aviation News. Bill, her husband, is a co-pilot for Lockheed. They have four children.

Crystal is entering her first TAR. Ray, her husband, is a test pilot for Lockheed. They have five children.



#91

Pilot: (R) Alice H. Phantz, Des Moines, Iowa

Co-Pilot: (L) Dannie Rosenfield, Des Moines, Iowa

Airplane: Piper Tri-Pacer PA 22 150 h.p.

Alice is racing in her fourth TAR, and holds a Commercial Certificate, SEL, MEL, and Flight Instructor ratings with 1,600 flying hours. She is a member of the Iowa Chapter of The Ninety-Nines, Inc. George, her husband, is a Retail Grocer and they have two children.

Dannie will be racing in her first TAR and holds a Private Certificate, SEL rating with 169 flying hours. She is a member of the Iowa Chapter of The Ninety-Nines, Inc. Joe, her husband, is a retail merchant employed by Younkers. They have one son.



#92

Pilot: (L) Dorothy Louise Julich, Jackson Heights, New York

Co-Pilot: (R) Margaret G. Potts, Montauk, New York

Airplane: Piper Tri-Pacer PA 22 135 h.p.

Sponsors: Montauk Chamber of Commerce and Montauk Aero Club, Montauk, New York

Dorothy will be racing in her second TAR. She holds a Commercial Certificate, SEL, MEL, SES, Instrument, and Flight Instructor ratings and has 3,500 flying hours. She is a member of the New York-New Jersey Section of The Ninety-Nines, Inc.

Margaret is racing in her first TAR. She holds a Commercial Certificate, SEL rating and has 3,500 flying hours. She is a member of the New York-New Jersey Section of The Ninety-Nines, Inc.

#93

Pilot: Velta S. Benn, Alexandria, Virginia

Airplane: Piper PA 24, Comanche 250 h.p.

Sponsor: Naylor Aviation, Inc., Aviation wholesale and retail, Clinton, Maryland

Velta will be racing in her first TAR solo. She holds a Commercial Certificate, SEL and Instructor ratings, and was a WASP during WW II. She is Vice-Governor of the Middle East Section of The Ninety-Nines, Inc. and belongs to the Washington, D. C. Chapter. She is an instructor for MATS Aero Club, National Airport, and Bolling Aero Club, Hyde Field and saleslady for Easterling Co. She has five children and a granddaughter.

#94

Pilot: (L) Dorothy L. Gorley, Torrance, California

Co-Pilot: (R) Louise Riggan, Lakewood, California

Airplane: Cessna 170 B 145 h.p.

Sponsor: Don J. Gorley, Asst. Manager, Investors Mortgage Service Co., Real Estate Loans, Los Angeles, California

This crew will be racing in their first TAR. Dorothy holds a Private Certificate, SEL rating with 200 hours flying time. She works in the personnel department of the main branch of the United California Bank. Don, her husband, and sponsor, is also a pilot. They have two boys.

Louise is not a pilot. Grady, her husband, is a steamfitter for Union Oil Company, and is a pilot.



#95

Pilot: Nancy E. Lyman, Patuxent River, Maryland

Co-Pilot: (shown) Mayetta Behringer, Sunnyvale, California

Airplane: Mooney Mark 20 A 180 h.p.

"Hire the Handicapped—It's a Good Business." National Rehabilitation Association, Daytona Beach, Fla.

Nancy is racing in her first TAR. She holds a Private Certificate, SEL rating and has 300 flying hours. She is a member of the Washington, D. C. Chapter of The Ninety-Nines, Inc. Donald, her husband, is also a pilot. He is Lt. Commander of the U. S. Navy.

Mayetta is racing in her third TAR. She holds a Commercial Certificate, SEL, SES, and Flight Instructor ratings and has 1,480 hours flying time. She is Chairman of the Santa Clara Valley Chapter of The Ninety-Nines, Inc. Both she and Nancy have checked out in low pressure chamber and ejection seat and Mayetta flew a F9F through the sound barrier. William, her husband, is a pilot and a Commander in the U. S. Navy. They have four children.



#96

Pilot: (L) Margaret Callaway, Wilmington, Ohio

Co-Pilot: (R) Paula Shultz, Cincinnati, Ohio

Airplane: Cessna 172 145 h.p.

Sponsors: Orlando Aviation Service, Inc., Cessna dealers, Herndon Municipal Airport, Orlando, Fla.; and Miami Group 1, Florida Wing of the Civil Air Patrol

Margaret is racing in her ninth TAR and has placed fourth and fifth. She holds a Commercial Certificate, SEL, SES, and Flight Instructor ratings with 5,000 flying hours. She is a member of the All-Ohio Chapter of The Ninety-Nines, Inc. and a pilot for Van der Horst Corp. Richard, her husband, is a Lt. Col. in the U. S. Air Force. They have two children.

Paula is racing in her first TAR. She is a student pilot with 10 flying hours. She is a T.V. performer and weather forecaster for WCPO T.V.





#97

Pilot: (R) Aileen Saunders, El Cajon, California

Co-Pilot: (L) June R. Douglas, West Palm Beach, Florida

Airplane: Cessna 172 145 h.p.

Sponsor: President Airlines, World wide custom flights, North Hollywood, Calif.

This will be Aileen's fifth TAR and she placed first in 1959 and 1960. She holds a Private Certificate, SEL, MEL ratings and has 1,400 flying hours. She is a member of the San Diego Chapter of The Ninety-Nines, Inc. and was voted "Pilot of the Year" by N.P.A. Aileen is Hawaiian Tour Coordinator for President Airlines. Walter, her husband, is a pilot and owner of Saunders Aircraft Enterprises. They have one son.

June will be racing in her fourth TAR and was co-pilot for first place in 1960. She holds a Commercial Certificate, SEL, SES, MEL, Instrument, Ground Instructor, and Flight Instructor ratings, with 2,000 flying hours. She is a member of the New England Section of The Ninety-Nines, Inc. She is President and Chief Pilot of Butler Flying School, Inc., West Palm Beach, Fla.



#98

Pilot: (R) Dorothy Jean Warren, Dallas, Texas

Co-Pilot: (L) Emily Anderson, Dallas, Texas

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

Sponsors: Precision Flight Navigation Co., Instrument and Multi-Engine Specialist School, Addison Airport, Dallas, Tex.; Parklands of Dallas, Dress Manufacturers, Dallas, Tex.; Judy Juniors, Dress Manufacturers, Dallas, Tex.

This crew is racing in their first TAR. Dorothy holds a Private Certificate, SEL, MEL, and Link Instructor ratings and has 475 flying hours. She is a member of the Dallas Chapter of The Ninety-Nines, Inc. She and her husband, Charles, own and operate Precision Flight Navigation Co. and they have one son.

Emily is a student pilot with 13 flying hours, and recently soloed. She is a Communication Clerk for General Service Administration. Paul, her husband, is a pilot, and an accountant for Robert McKee, Contractors.



#99

Pilot: (L) Laura Conner, Meridan, Ohio

Co-Pilot: (R) Dorothy Russell, Costa Mesa, California

Airplane: Beechcraft Bonanza K 35 250 h.p.

Laura is racing in her fourth TAR and holds a Commercial Certificate, SEL, Flight Instructor ratings with 5,000 flying hours. She is a member of the Idaho Chapter of The Ninety-Nines, Inc. Laura is self-employed as a Commercial Flight Instructor. Clarence, her husband, is a Compound Operator for Wyeth Lab., Inc. and they have three children.

Dorothy is entering her first TAR although she is not a pilot. William, her husband, is employed by Electronic Co. and is a pilot. They have three children.



#100

Pilot: (L) Ginger Davis, Birmingham, Alabama

Co-Pilot: (R) Theo Strickland, Birmingham, Alabama

Airplane: Cessna Skylane 182 230 h.p.

Sponsor: Magic City Flying Service, Charter, Sales and Instruction, Birmingham, Alabama

This crew will be racing in their first TAR. Ginger holds a Private Certificate, SEL, MEL ratings and has 200 flying hours.

Theo is a student pilot with 25 flying hours. Their sponsor, Magic Flying Service is her instructor. She is Owner-President of Lynn Strickland Tire Co. and has five children.



#101

Pilot: (shown) Elaine Loening, Salmon, Idaho

Co-Pilot: Mildred Shinn, Boise, Idaho

Airplane: Piper Comanche PA 24 180 h.p.

Sponsor: Salmon Air Taxi, featuring flights into the back country for hunters and fishermen, and Twin Peaks Ranch, Salmon, Idaho, an all around Dude Ranch

Elaine will be racing in her second TAR. She holds a Private Certificate, SEL rating and has over 150 flying hours. She is a member of the Eastern Idaho Chapter of The Ninety-Nines, Inc. She is hostess at Twin Peaks Ranch, which is owned by her husband, Mike, who is also a pilot. They have two children.

Mildred is racing in her first TAR. She is also a pilot and is treasurer of the Idaho Chapter of The Ninety-Nines, Inc.

We Also Wish To Thank

The Flying Tiger Line, Inc., Burbank, California, for again carrying our contestants' luggage from the start to the terminus of the race. This very special service permits the girls to fly their airplanes lightly loaded, thus greatly increasing the safety factor. We are very thankful for this service and know that it is greatly appreciated by all the contestants as well.

Jeppesen & Company, Denver, Colorado, for making up kits for each of our crews containing the most current and complete radio navigation information available. No service could contribute more towards flight safety than this. We also wish to thank Jeppesen & Co. for adding many useful aviation items to our list of awards.

The Federal Aviation Agency, U.S. Weather Bureau and the U.S. Coast & Geodetic Survey for their valuable assistance in planning and operating the race.

The Belmont Aviation Company, Long Beach, California; Claire Walters Flight Academy, Santa Monica, California; Gunnell Aviation, Inc., Santa Monica, California; Baker Aircraft Sales, Long Beach, California; Kidwell Aviation, Torrance, California, and Compton Air College, Compton, California for making their airplanes available to us for flight tests in order to establish the AWTAR handicaps. Their cooperation has made it possible for us to compile a very complete list of handicaps and thus assure a race that is fair to all contestants in every controllable aspect. We greatly appreciate all the time and operating costs contributed to the race by these true friends of private aviation.

Mr. Bertrand Rhine of Los Angeles for his valuable legal counsel.

All those companies and groups whose names appear on our list of AWARDS in this program for making these awards possible. Special awards and leg prizes have added a great deal of interest to the race and have made it possible to recognize individual accomplishment in many varied categories. We thank these donors very much.

The members of all the Ninety-Nine Chapters at the Start, The Terminus and along the route for their cooperation and assistance. Without their interest and help it would be impossible to conduct the race.

The Carson Airplane Service, Gillespie Field, Santee, California; the Aviation Education Department of San Diego City College, San Diego, California; and Palomar Aviation, Inc., Palomar Airport, Carlsbad, California for inspection service at the START.

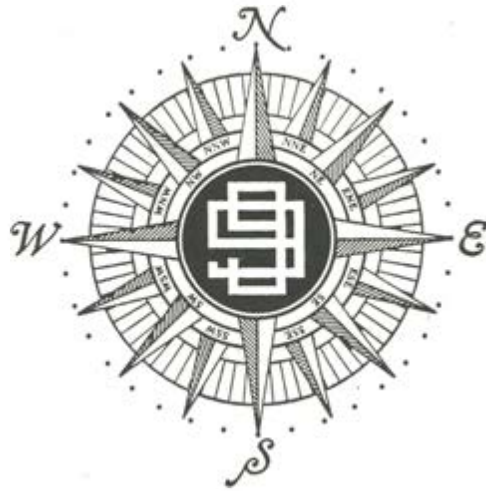
At San Diego, California, and at Atlantic City, New Jersey, and at Yuma and Tucson, Ariz.; El Paso, Midland, Abilene, and Dallas, Tex.; Shreveport, La.; Jackson, Miss.; Montgomery, Ala.; Greenville, S.C.; Lynchburg, Va.; and Hagerstown, Md.—Airport Officials, City and County Officials, Senior and Junior Chambers of Commerce, Civil Air Patrol, Boy Scouts and Girl Scouts, "Ham" Radio Operators, FAA Personnel, Weather Bureau Forecasters and Observers, 99's and many other groups and individuals are working together to make this race a success. We appreciate their interest and cooperation to the fullest and wish to take this opportunity to thank them for helping us to run this Fifteenth Annual All-Woman Transcontinental Air Race.

Official Program Editorial Staff: Editor: Marian Jepsen
Associate Editors: Barbara London and Betty Gillies



The Program cover was designed by Marion Lopez, New York, New York.
This is the sixth cover she has designed for the AWTAR Programs.
Marion is a free lance artist, Governor
of the New York-New Jersey Section of The Ninety-Nines, Inc.

THE NINETY-NINES, INC.



There is often conjecture as to the nature of the organization bearing the name Ninety-Nines. To some people the name gives no indication as to its membership or activities, but to a Ninety-Nine it holds a world of meaning and justified pride.

The Ninety-Nines, Inc., is an international organization of women pilots. As we think back to the year 1929 when Amelia Earhart (who later became the first elected president of the group) felt, along with twenty-five other women pilots, the desire to contact those unique women who held pilot's licenses that they might band together because of their common interest, we are well impressed with the strides that have been made in realizing such lofty aims as assisting women pilots in aeronautical research, air racing events, acquisition of aerial experience, maintenance of economic status in the aviation industry, and mercy flights.

These twenty-six women, with a hangar on Curtiss Field, Valley Stream, Long Island, New York, as their headquarters, contacted all 117 licensed women pilots, of whom 99 responded with enthusiasm equalling that of the original group. Hence the Ninety-Nine Club was started and named for the number of charter members. Twenty-one years later it had reached maturity and was incorporated and from that time on has been constitutionally the the Ninety-Nines, Inc.

It is interesting to speculate as to whether that nucleus group of helmeted, goggled, booted women visualized a membership of 1561, international in scope, piloting aircraft with decorator-inspired interiors and wearing "party" clothes while flying, a short thirty-two years later.

Who is a Ninety-Nine? She is a woman of any age between 17 and 75, qualified and licensed by her government to fly lighter-than-air craft. She may live in the United States, Netherlands, Turkey, Australia, Belgium, Italy, Cuba, France, Mexico, Canada, England, Switzerland, Morocco, Germany, Korea, Puerto Rico, South Africa, Brazil, Japan, French West Indies, Portugal or Israel. She may hold a private certificate with less than one hundred hours or an Air Transport Rating with thousands of hours. She may fly for pleasure or perhaps her livelihood. She may reflect on the nondescriptive name of her organization, but this we are sure of—she is proud to be a Ninety-Nine.

Succeeding Miss Earhart as president have been Margaret Cooper Manser, 1933-35; Mable Britton, 1935-37; Daisy Kirkpatrick, 1937-39; Betty Huyler Gillies, 1939-41; Jacqueline Cochran, 1941-43; Ethel Sheehy, 1943-45; Jeanette Lempke Sovereign, 1945-47; Belle Hetzel, 1947-48; Blanche Noyes, 1948-50; Kay Menges Brick, 1950-51; Alice Hammond, 1951-53; Geraldine Mickelson, 1953-55; Edna Gardner Whyte, 1955-57; Bronita Davis Evans, 1957-59; and Eugenia R. Heise, 1959-61.