

14TH ANNUAL
ALL WOMAN
Transcontinental
AIR RACE

TORRANCE, CALIFORNIA
TO
WILMINGTON, DELAWARE

JULY 9-13, 1960

OFFICIAL PROGRAM

Thank You

The Board of Directors of All-Woman Transcontinental Air Race, Inc., is deeply grateful to the City of Torrance, California, the Torrance Chamber of Commerce, the City of Wilmington, Delaware, and the Wilmington Businessmen's Civic Association — our sponsors at the Start and Terminus — and to members of THE NINETY-NINES, INC., and of the industry who, because of their interest in the promotion of aviation, have taken an interest in and given support to this race.

To those mentioned above and to the following we wish to express our most sincere thanks for their financial assistance which has made possible this Fourteenth Annual AWTAR:

AC Spark Plug Division, General Motors Corp., Flint, Mich.
Aero Commander, Bethany, Oklahoma
Air Facts, Inc., Princeton, New Jersey
Bendix Aviation Corp., Detroit, Michigan
Beech Aircraft Corporation, Wichita, Kansas
Butler Aviation, Chicago, Illinois
Cessna Aircraft Co., Wichita, Kansas
Chandler-Evans Corp., West Hartford, Connecticut
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Phillips Petroleum Co., Bartlesville, Oklahoma
Piper Aircraft Corp., Lock Haven, Pennsylvania
United States Aviation Underwriters, New York, New York
Zenith Sales Corporation, Chicago, Illinois
Lt. Gen. H. L. George, USAF [Ret.], Los Angeles, California

Other individuals, groups and companies 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. This is the 9th year that the ham operators have given us this wonderful service. We are very grateful to Carolyn Currens, W3GTC, Net Chairman, for her work in setting up the net and to all the operators who will be spending many many hours at their rigs relaying airplane arrival and departure messages for us.

Remington Rand UNIVAC for setting up a UNIVAC "Solid-State 90," an electronic computer produced by Sperry Rand Corporation, at New Castle County Airport, Wilmington. Operating in millions of a second, the time it takes light traveling at 186,000 miles a second to move 1,000 feet, the UNIVAC Solid State Computer will pop out overall and leg elapsed time scores within minutes after each plane has crossed the finish line. This is the first "computerized" running of the AWTAR and we greatly appreciate Remington Rand UNIVAC making this fabulous machine available for us.

SPIRIT IN THE COCKPITS



It is fast becoming a tradition—the flying of the ALL-WOMAN TRANSCONTINENTAL AIR RACE. And although preparation and management of the event in recent years has moved like clockwork, the race is still a matter of arduous attention to a myriad of details. I doubt that any similar project has ever involved so much voluntary devotion by so many women in the interest of sheer good sportsmanship.

Prior to the Second World War, a few individuals among women pilots had assayed long distance flight, but as a general rule the distaff activities in top airmanship had been confined to air meets and usually to acrobatics. Opportunity for competitive cross country flying under attractive circumstances had been limited since disappearance of the old reliability tours and Sportsman Pilot programs.

However, the wartime experience of women pilots had redirected the nature of their enthusiasms. Their activities in the Ferry Command, Civil Air Patrol, and other government requirements had emphasized preflight planning, meteorological consideration, and navigation. Too, the character of the former major air shows had changed in that they became almost wholly military displays.

So the stage was set for a re-orientation of woman pilot activity in the aftermath of the war. The 99's moved into a program of autonomous action and the concept of the TAR was born . . . broadly competitive in nature, sorority in philosophy, and cross country in action. The race was geared to reward top flight airmanship among the veterans but as well to encourage participation by those still aspiring to greater long range experience.

At its inception, the transcontinental project was viewed with certain misgivings—principally among the men. It was no light matter to fly the North American continent along a pre-ordained route and within specific time limits. On the average several weather fronts would be encountered. Over some areas, check points were quite limited. For a group of women of varied experience to attempt such a mission in aircraft of every sort was a daring idea. It could be made to stick only by the soundest of regulations concerning the nature of the equipment used and by the most rigid preparation on the part of participating individuals.

But the women proved adequate in all respects. Their planning was as good as their flying skills. At no time has the race veered toward becoming a Roman holiday, nor on the other hand has it ever degenerated into a "sissy" performance. It has brought along many of the younger girls in experience they could not have gained under any other auspices. It has preserved the character of the 99's as a flying organization; and perhaps most important of all it has contributed an example of successful feminine participation in another of the free world's challenging frontiers.

I have always been convinced that national airpowers at its apex, inclusive of its civil and military phases, is only as strong and enduring as the breadth of its foundation in citizen appreciation. Any student of history must agree. The measure of European airpower in the First World War stemmed from public enthusiasm. We in the United States measured up miserably at that time because our preoccupations with lesser matters produced no vision. Germany came back from defeat and almost conquered the world because in every town and hamlet her people had some form of organized civil air activity.

This is neither the time nor place to enlarge on the subject of the influences which create historic forces, but it is the time and place to highlight the fact that such events as the ALL-WOMAN TRANSCONTINENTAL AIR RACE have a bearing on the American way of life—its spirit of high adventure, its contribution to feminine character, its example of voluntary dedication to an ideal. May the gas in the tanks always be as adequate as the spirit in the cockpits.

GILL ROBB WILSON

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Additional Contributors

[Continued]

Additional contributors to the AWTAR General Fund continued from inside front cover:

A. C. Allyn and Co., Chicago, Illinois
 Baker Aircraft Sales, Inc., Long Beach, California
 Barrett Sales and Mfg., Inc., Chicago, Illinois
 Encyclopedia Britannica Films, Inc., Wilmette, Illinois

AWTAR BOARD OF DIRECTORS



MRS. KAY BRICK



Back Row, left to right: Lois Bartling, Marian Jepsen, Barbara London. Front Row: Iris Critchell, Theresa Vasques, Betty Gillies, Gertrude Lockwood.



MISS SYLVIA ROTH

The Board of Directors of AWTAR, Inc. is composed of active members of the NINETY-NINES, INC. Membership to the Board is by election, requiring unanimous approval of the Board. Nominees must be approved by the Executive Committee of the NINETY-NINES, INC.

The Board of Directors is responsible for the organization and administration of the All-Woman Transcontinental Air Race. The duties of the Board are:

1. Reviewing and revising the official Rules and Regulations as necessary.
2. Establishing appropriate awards for the winners of the race.
3. Setting the "Par Speeds" or handicaps for all racing airplanes.
4. Setting up a thorough system of inspection to as-

sure that all airplanes which are entered are eligible in accordance with the Rules and Regulations.

5. Carrying on continuous promotion of the Race through publicity and public relations throughout the year as well as editing, printing, and distributing the official AWTAR Program.
6. Preparing and making available to the Race Committees all Standard Forms and Standard Operating Procedures for operating the race.
7. Setting the dates, selecting the Start and Terminus points, determining the best route for the race, designating airports as official stops, and setting up a system of timing at the Start, Terminus, and all enroute stops.

Chairman MRS. BETTY H. GILLIES is serving her tenth year on the Board and her eighth year as Chairman of the Board of Directors. She has been a contestant in four previous TAR's. She holds a Commercial license with Flight Instructor and Instrument rating for Single and Multi-engine land and sea aircraft and has over 4000 hours flying time.

Vice-Chairman and East Coast Representative for the Board is MRS. KAY BRICK. She has been a member of the Board since 1950. Mrs. Brick 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 license with Single and Multi-engine land and Flight Instructor ratings, and she has logged more than 4000 hours flying time.

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 license with Flight Instructor, Instrument, Single and Multi-engine land and sea ratings, and has more than 3300 hours pilot time.

Director of Impounding and Inspection of airplanes, MRS. IRIS CRITCHELL, has been a member of the Board for the past seven years. She has been a contestant in eight TAR's, holds a Commercial license with Single and Multi-engine land, Flight Instructor, Instrument,

and seven Ground School Instructor ratings and has more than 4500 hours flying time.

[Mrs. Gillies, Mrs. Brick, Mrs. London, and Mrs. Critchell were WASPS during WWII.]

Director of Route Operations, MRS. LOIS BARTLING, is serving her fourth year on the Board. She was the Route Surveyor in 1954 and has raced in eight TAR's. Lois holds a Commercial license and has logged 1400 hours flying time.

MISS SYLVIA ROTH is the Mid-West Representative for the Board of Directors. This is her second year on the Board, and she has participated in seven TAR's. She holds an Airline Transport license, with Single and Multi-engine land, Single-engine sea, Instrument, Flight Instructor, all Ground Instructor ratings, and has more than 6000 hours pilot time.

MRS. TERESA VASQUES is serving her first year on the Board. She has flown in two TAR's, holds a Private license, and has more than 450 hours flying time. She is a Dynamics Engineer at Convair.

MRS. GERTRUDE LOCKWOOD is serving her first year on the Board. She was Race Chairman for the Start in 1958. She holds a Private license and has logged over 500 hours flying time.

MRS. MARIAN JEPSON is Secretary and Editor of the Official Program. This is her first year on the board. She has a Commercial license, Instrument rating, and has over 700 hours as pilot. She has raced in four TAR's.

THE ALL-WOMAN TRANSCONTINENTAL AIR RACE



Flown annually across the United States, west-to-east or east-to-west, the AWTAR has grown from one entry in 1947 to eighty-five entries in 1960. Referred to by the press as "The Powder Puff Derby," this is now one of the largest aviation events in the world.

One of the purposes of the AWTAR is to "stimulate interest in private aviation." This automatically encompasses a very valuable medium,—that of training. Accurate navigation, a thorough knowledge of winds and weather, a complete understanding of the performance capabilities of the airplane, and skillful piloting are all essential to winning. Developing skill is challenging to all pilots, but the comradeship and fun involved in racing adds impetus. Inspired by a mutual interest in aviation and anxious for this valuable experience provided by cross-country racing, girls come from all over the United States as well as from other countries [Australia, Canada, Germany and Holland have all been represented in past races] to participate in the AWTAR.

As the race sweeps across the country, patently demonstrating the utility of modern private airplanes, it is enthusiastically received. Its success is in no small measure attributable to the interest of the general public which swarms to the airports along the route to see the airplanes and watch the girls clock in. Individual entries are backed by sponsors who are alert to the effectiveness of this medium of advertising. The AWTAR itself is financially supported by companies in the aircraft and related industries, by cities and/or organizations at the start and finish points, and by the membership of its sponsoring organization, THE NINETY-NINES, INC.

Close to a million and a half dollars worth of well-equipped airplanes will be participating in this year's race. Much could be written of the financial stimulus engendered by the race within the aircraft industry. The eighty-five crews competing will each fly a distance of 5,018.26 miles (2,509.13 miles during the race and an equal distance, or more, flying to the start and back home again after the race). Together they will fly a total of 426,552.1 miles,—17.1 times around the world at the equator! Mandatory special periodic inspection before the race, 50 hour checks after the race, pre-race fuel consumption tests, practice flights and the purchase of many items of extra equipment especially for the race all add up to many thousands of dollars for those in the business of manufacturing, selling, servicing and maintaining private airplanes.

This handicap speed race is open to all licensed women pilots flying stock airplanes, 85 to 350 horsepower, single and multi-engine, manufactured within the preceding ten years. It is sanctioned by the National Aeronautic Association and conducted under the Sporting Code of the Federation Aeronautique Internationale. All flying is during daylight hours under FAA Visual Flight Rules. The winner is that airplane which averages the highest ground speed in relation to its handicap speed.

The race is directed by the all-woman Board of Directors of All-Woman Transcontinental Air Race, Incorporated, whose responsibility it is to formulate the rules, policies and operating procedures which govern the race, to raise the necessary funds, to select the route and to set the dates. The membership of THE NINETY-NINES chapter at the start, terminus and along the route make up the committees which function under the direction of the Board.

While the first five winners receive cash awards and trophies, the winner of first place looks forward, in addition, to having her name inscribed on a perpetual trophy kept on display in the National Air Museum, Smithsonian Institute, where a complete record of all races is maintained.

*Portions quoted from an article on the AWTAR by Kay Brick.

THE NINETY-NINES, INC.



THE NINETY-NINES, INC., international organization of licensed women pilots, celebrated its thirtieth anniversary November 2, 1959. The birthplace of the NINETY-NINES was a hangar on Curtiss Field, Valley Stream, Long Island, New York, where twenty-six licensed pilots met after the first transcontinental race for women only. The race had been flown from Santa Monica, California, to New York.

This nucleus group asked all 117 licensed women pilots in the United States if they were interested in coordinating the efforts of women in aviation. Ninety-nine of them responded with enthusiasm. Amelia Earhart, who was elected first president of the group, suggested naming it for the number of charter members. Thus, the Ninety-Nine Club began; in 1950 it became incorporated and is now constitutionally the NINETY-NINES, INC.

The original purpose was to assist women pilots in any movement which would be of help to them in aeronautical research, air racing events, acquisition of aerial experience, maintenance of an economic status in the aviation industry, mercy flights in times of emergency arising from fire, famine, flood, or war, and in any other interest that would be for their benefit or that of aviation in general.

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, 1959-60.

Growing steadily through the years, the NINETY-NINES, INC., now have 1,443 members in the United States, Canada, Mexico, Jamaica, West Indies, British West Indies, France, England, Puerto Rico, Africa, Brazil, Japan, Portugal, Australia, Turkey, and Switzerland.

All United States feminine aviation records and many international feminine aviation records are held by members of the Ninety-Nines. The membership is composed of women who fly for "the fun of it" and women who earn their living in commercial aviation. Included in the latter group are flight instructors, airport managers, flying service owners and operators, aviation writers, charter pilots, crop dusters, sky writers, parachute riggers and jumpers, aeronautical engineers, airline hostesses, and FAA employees.

Projects of many Ninety-Nine chapters include air-marking, sponsorship and guidance of Wing Scout troops, and air education in schools.

These are the answers to the comment from a noted columnist who wrote in 1929, "The women are going to organize. We don't know what for."



Ladies of the Sky

*One or two in a plane, eager to begin
A race from coast to coast*

*Each one hopeful and wanting to win
But the winner they all will toast*

*When they have crossed the finish line
The sportsmanship will not die*

*For the racer and the Ninety-Nine
Are the "LADIES OF THE SKY."*



AILEEN SAUNDERS
1959



MRS. ALICE ROBERTS
1957



MRS. RUTH DEERMAN
1954



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



MRS. SHIRLEY FROYD
1952



MRS. CLAIRE WALTERS
1951



MRS. JEAN PARKER ROSE
1950



MRS. LORETTA FOY SAVORY
1949

RESUME OF PAST RACES

Year	Start and Finish	Average G.S.	Total Miles	# Planes Entered	# Of Women	Aircraft Flown	Winners Pilot & Co-Pilot
1959	Lawrence, Mass. to Spokane, Wash.	111.53 knots	2470.7	66	129	Cessna 172	P—Aileen Saunders CP—Jerelyn Cassell
1958	San Diego, Cal. to Charleston, So. C.	177.87 mph	2177	69	129	Beechcraft Bonanza A-35	P—Frances Bera CP—Evelyn Kelley
1957	San Mateo, Cal. to Philadelphia, Pa.	188.53 mph	2567	49	89	Beechcraft Bonanza C-35	P—Alice Roberts CP—Iris Critchell
1956	San Mateo, Cal. to Flint, Michigan	183.0 mph	2366	50	85	Beechcraft Bonanza E-35	P—Frances Bera CP—Edna Bower
1955	Long Beach, Cal. to Springfield, Mass.	175.0 mph	2787	47	90	Cessna 180	P—Frances Bera CP—Edna Bower
1954	Long Beach, Cal. to Knoxville, Tenn.	121.99 mph	1986	51	93	Cessna 140-A	P—Ruth Deerman CP—Ruby Hays
1953	Lawrence, Mass. to Long Beach, Cal.	119.37 mph	2678	49	98	Stinson 165	P—Frances Bera CP—Marcella Duke
1952	Santa Ana, Cal. to Teterboro, N. J.	104.052 mph	2355	41	73	Cessa 140	P—Shirley Froyd CP—Martha Baechle
1951	Santa Ana, Cal. to Detroit, Michigan	121.165 mph	2348	44	77	Cessna 140	P—Claire Walters CP—Frances Bera
1950	San Diego, Cal. to Greenville, So. C.	123.0 mph	2460	33	50	Taylor- Craft	P—Jean Parker Rose CP—"Boots" Seymour
1949	San Diego, Cal. to Miami, Florida	121.1 mph	2544	16	27	Piper Clipper	P—Lauretta Foy Savory CP—Sue Kindred
1948	Palm Springs, Cal. to Miami, Florida	148.0 mph	2540	6	7	Navion	P—Frances Nolde
1947	Palm Springs, Cal. to Tampa, Florida	102.0 mph	2242	1	2	Ercoupe	P—Carolyn West CP—Beatrice Medes



MRS. FRANCES NOLDE
1948



MRS. CAROLYN WEST
1947

THE AWTAR HANDICAPPING

METHOD OF HANDICAPPING AND SCORING

A "Par Speed" in knots per hour 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. Aerodynamics analysis.

The winner will be that airplane which averages the highest ground speed in relation to its "Par Speed." The winner cannot be determined until after all airplanes have crossed the finish line and their average speeds for the entire course have been computed by the Official Timers at the terminus.

To arrive at the score, the "Par" or handicap speed of each airplane is subtracted from the average ground speed of that airplane. The airplane with the highest score is the winner.

HANDICAP "PAR SPEEDS"

AIRPLANE MODEL	FUEL CAP. (GALS)	HP	PAR (KNOTS)			
BELLANCA CRUISEMASTER 14-19	54	190	134			
NORTHERN BELLANCA CRUISEMASTER 14-19-2	54	230	143			
NORTHERN BELLANCA CRUISEMASTER 14-19-2	72	230	144			
NORTHERN BELLANCA CRUISEMASTER 14-19-2	79	230	145			
NORTHERN BELLANCA MODEL "260" 14-19-3	60	260	149			
BEECH BONANZA B35	60	205	141			
(with metal prop)						
BEECH BONANZA B35	60	196	141			
(with metal prop)						
BEECH BONANZA B35	60	225	146			
(with metal prop)						
BEECH BONANZA B35				subtract 2 knots		
(With wood prop)						
BEECH BONANZA						
(with fuel capacity 40 gal)				subtract 2 knots		
BEECH BONANZA C35 D35	60	205	143			
(with metal prop)						
BEECH BONANZA E35 F35 G35	60	225	146			
(with metal prop)						
BEECH BONANZA H35	60	240	159			
BEECH BONANZA J35	60	250	160			
BEECH BONANZA K35	70	250	160			
BEECH BONANZA M35	70	250	160			
BEECH DEBONAIR 33	50	225	153			
BEECH DEBONAIR 33	70	225	154			
CESSNA 140A	25	85	94			
CESSNA 140A	25	90	96			
CESSNA 140A PATROLLER	42	90	97			
CESSNA 140A	25	90	95			
(Met-Co-Aire Gear)						
CESSNA 140A PATROLLER	42	90	96			
(Met-Co-Aire Gear)						
CESSNA 150	26	100	100			
CESSNA 170A 170B	42	145	105			
CESSNA 170A 170B	42	145	103			
(Met-Co-Aire-Tri Gear)						
CESSNA 172	42	145	103			
(without "speed fairings")						
CESSNA 172	42	145	104			
(with "speed fairings")						
CESSNA 172				(with 18 gal. Aux. tank) Add 1 knot		
CESSNA 172A	42	145	105			
(1960) (without "speed fairings")						
CESSNA 172A				(1960) (with "speed" fairings) Add 1 knot		
CESSNA 172A				(1960) (with 18 Gal Aux tank) Add 1 knot		
CESSNA 175	52	175	116			
(without "speed fairings")						
CESSNA 175	52	175	117			
(with "speed fairings")						
CESSNA 175				(with 18 gal. Aux. tank) Add 1 knot		
CESSNA 175	52	175	116			
(1960) (without "speed fairings")						
CESSNA 175	52	175	117			
(1960) (with "speed fairings")						
CESSNA 180	60	225	133			
CESSNA 180				65	230	134
CESSNA 182				65	230	131
(1956, 57 and 58)						
CESSNA 182				65	230	132
(1959)						
CESSNA 182				65	230	133
(Skylane model or 182 with "speed fairings")						
CESSNA 182				65	230	134
(Skylane model for 1959)						
CESSNA 182C				65	230	134
(1960) (without "speed fairings")						
CESSNA 182C				65	230	135
(1960) (with "speed fairings")						
CESSNA 182C				65	230	135
(1960) (Skylane Model)						
CESSNA 180, 182, OR SKYLANE						
(with 13 or 18 gal aux tank)				add 1 knot		
CESSNA 195				81	275	135
CESSNA 195				81	300	140
CHAMPION "TRI-TRAVELER" 7-FC				26	90	80
CHAMPION "SKY-TRAC" 7-GC				37	140	92
ERCOUPE 415E, G				24	85	90
FORNEY FORNAIRE F-1				24	90	95
LUSCOMBE 8-F				25	90	92
MEYERS MAC-145				32	145	112
MEYERS MAC-145				49	145	113
MOONEY MARK 20				49	150	132
MOONEY MARK 20A				49	180	141
(1958-60)						
NAVION A				60	205	119
NAVION A				60	225	126
NAVION B SUPER				60	260	130
FOR ALL NAVION MODELS:						
For gas capacity of 40 gals.....				subtract 2 knots		
If downdraft cooling and/or cowl flaps						
are NOT installed.....				subtract 1 knot		
If landing gear fairings are NOT installed.....				subtract 1 knot		
If tail modification HAS been installed.....				add 2 knots		
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				36	125	102
(prior to Ser. #22-807)						
PIPER PA-22				36	135	105
(prior to Ser. #22-807)						
PIPER PA-22				36	135	101
(1953-54)						
PIPER PA-22				36	150	105
PIPER PA-22				36	160	108
(For installation of 8 gal aux tank in Tri-Pacers).....				add 1 knot		
PIPER APACHE PA-23				108	300	136
PIPER APACHE PA-23				72	300	135
PIPER APACHE PA-23				108	320	139
PIPER COMANCHE PA-24				60	180	133
PIPER COMANCHE PA-24 "250"				60	250	151

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, 1950 date required in the Race Rules, Section E., para. 2, 3 and 4. To be eligible to race, the airplane must bear a date of manufacture of January 1, 1950, or later.



TAR #1—WRIGHT BROS., SAN JOSE, CALIF.



TAR #2—BENDIX CORP., NEW JERSEY



TAR #5—INTNL. CHIROPRACTORS ASSN., OF DAVENPORT, IOWA



TAR #7—FANTASYLAND, GETTSBURG, PA.



TAR #10—COLUMBUS AVIATION, INC., PORT COLUMBUS, OHIO



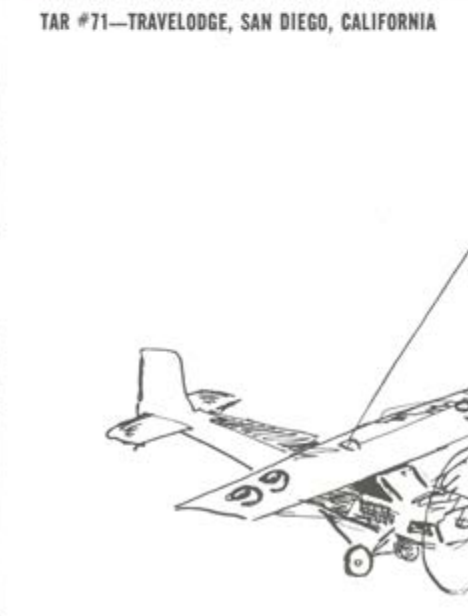
TAR #11—TV ENTERPRISES, EL CAJON, CALIFORNIA



TAR #12—C. HAGER & SONS HINGE MFG. CO., ST. LOUIS, MISSOURI



TAR #71—TRAVELodge, SAN DIEGO, CALIFORNIA



TAR #13—RUBBER-TECK, INC. GARDENA, CALIF.



TAR #22—ORANGE COUNTY AVIATION CORP., FULLERTON AIRPORT



TAR #24—LOUIS FRAHM PONTIAC, DOWNEY, CALIF.



TAR #26—MISS AND MRS. FASHIONS, SAN BERNARDINO, CALIF.



TAR #43—PAN-ABODE, INC., KENNYDALE, WASH.

THE SPONSORS . . .

We spotlight the sponsors whose names, products, and services appear in connection with the pictures and write-ups of the contestants in this program. Without them, The All-Woman Transcontinental Air Race would not be so highly competitive.

When asking contestants if they will race again next year, it is not uncommon to receive a reply such as, "I will if I can get a sponsor." Many family budgets cannot quite stretch to cover airplane expenses, gas, oil, inspections, or airplane rentals, and living expenses for approximately two weeks away from home.

In return for these expenses, these women pilots do everything possible to focus attention to their sponsors from coast to coast. They meet the press, appear on radio and television, using every possible opportunity to "plug" their sponsors. They paint their airplanes with the sponsors' names and trademarks to be seen by the public at every airport, from their home port to every stop made during the course of the race. They wear appropriate clothes bearing their sponsors' names and color scheme to be seen everywhere they go.

Everyone benefits from these sponsorships: The sponsors receive advertising and publicity in the home town of the contestants, at the race start, coast-to-coast along the race route, and at the Terminus to promote the sale of their products or services. The contestants benefit by being able to participate in this annual event for women pilots. The All-Woman Transcontinental Air Race benefits by having more contestants, thereby making the race the great success that it is.

The spotlight is on YOU. Dear Sponsors, and we thank you for your enthusiasm and faith in your contestants and in the All-Woman Transcontinental Air Race.



TAR #50—RIVERSIDE AIR SERVICE, RIVERSIDE MUNICIPAL AIRPORT



TAR #51—SEA SPRAY INN, EAST HAMPTON, L.I., N.Y.



TAR #54—GROCERY STORE PRODUCTS CO., WEST CHESTER, PA.



TAR #81—"CITY OF AZUSA BUSINESSMEN" AZUSA, CALIFORNIA



TAR #60—BUTLER AIRPLANE SALES, CHICAGO, ILLINOIS



TAR #55—FORNEY AIRCRAFT CO., FORT COLLINS, COLO.

LIST OF AWARDS



"HIGH HOPES"

FIRST PLACE

1. AWTAR FIRST PLACE TROPHY and miniature trophy for co-pilot.
2. Perpetual Rotating Silver Tray [donated in 1950 by the Carolinas Chapter of The Ninety-Nines, Inc.]
3. \$800.00 CASH
4. ZEP AERO Hostess DeLuxe Portable Oxygen Unit. [Presented by ZEP AERO, El Segundo, Calif.]
5. [2] Zenith Navigator Portable Radios — for pilot and co-pilot. [Presented by Zenith Sales Corp., Chicago, Ill.]
6. Jeppesen CK-1 Weather Computer. [Presented by Jeppesen & Co., Denver, Colorado]
7. Name inscribed on Perpetual Rotating Trophy [donated in 1950 by the San Diego Chapter of The Ninety-Nines, Inc., and kept on display in the National Air Museum, Washington, D.C.]

SECOND PLACE

1. AWTAR SECOND PLACE TROPHY and miniature trophy for co-pilot.
2. \$600.00 CASH
3. Scott "Executive" Portable Oxygen Unit. [Presented by Scott Aviation Corp., Lancaster, N. Y.]
4. Jeppesen CR-3 Computer for co-pilot. [Presented by Jeppesen & Co.]

THIRD PLACE

1. AWTAR THIRD PLACE TROPHY and miniature trophy for co-pilot.
2. \$500.00 CASH.
3. Jeppesen Airport and Information Directory [J-AID] with one-year revision service. CR-3 Computer for co-pilot. [Presented by Jeppesen & Co.]

FOURTH PLACE

1. AWTAR FOURTH PLACE TROPHY and miniature trophy for co-pilot.
2. \$400.00 CASH.
3. Jeppesen Flight Case, FC-2; CR-2 Computer for co-pilot. [Presented by Jeppesen & Co.]

FIFTH PLACE

1. AWTAR FIFTH PLACE TROPHY and miniature trophy for co-pilot.
2. \$200.00 CASH.
3. [2] CSG-1P Computers for pilot and 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.
[Presented by a friend of The Ninety-Nines through the Michigan Chapter.]

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.]

AC SPARK PLUG AWARDS

1. \$300.00 CASH for First Place.
2. \$200.00 CASH for Second Place.
3. \$100.00 CASH for Third Place
4. \$25.00 CASH for Fourth Place.
5. \$25.00 CASH for Fifth Place. [providing these winning airplanes are using AC SPARK PLUGS.]
[Presented by AC Spark Plug Division, General Motors Corp., Flint, Mich.]

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

1. \$25.00 CASH [for each class]

LEG PRIZES - - 1960 AWTAR

1. TORRANCE, CALIFORNIA to NEEDLES, CALIFORNIA _____ \$ 25.00
2. NEEDLES, CALIFORNIA to PRESCOTT, ARIZONA _____ 25.00
3. PRESCOTT, ARIZONA to WINSLOW, ARIZONA _____ 25.00
4. WINSLOW, ARIZONA to ALBUQUERQUE, NEW MEXICO _____ 25.00
5. ALBUQUERQUE, NEW MEXICO to AMARILLO, TEXAS _____ 50.00
(Presented by: Amarillo Chamber of Commerce)
6. AMARILLO, TEXAS to OKLAHOMA CITY, OKLAHOMA _____ 100.00
(Presented by: Oklahoma City Aviation Club)
7. OKLAHOMA CITY, OKLAHOMA to FORT SMITH, ARKANSAS _____ 50.00
(Presented by: Dannenburg Distributing Co., Van's Auto Supply, Warehouse Service, Inc., all Oklahoma City, and Davis Auto Supply, Minco, Oklahoma.)
8. FORT SMITH, ARKANSAS to MEMPHIS, TENNESSEE _____ Portable Radio
(Presented by: Memphis Aero Corporation, Memphis Municipal Airport)
9. MEMPHIS, TENNESSEE to CHATTANOOGA, TENNESSEE _____ 75.00
(Presented by: Chattanooga Flyers Club, Chattanooga Chamber of Commerce, Tennessee Chapter of the Ninety-Nines, Inc.)
10. CHATTANOOGA, TENNESSEE to JOHNSON CITY, TENNESSEE _____ 25.00
(Presented by: Appalachian Flying Service, Tri-City Airport)
11. JOHNSON CITY, TENNESSEE to ROANOKE, VIRGINIA _____ 25.00
12. ROANOKE, VIRGINIA to WILMINGTON, DELAWARE _____ Aero-Doc Safety Pak
(Presented by: Frepak Products, Providence, R.I.)
13. ALBUQUERQUE, NEW MEXICO to OKLAHOMA CITY, OKLAHOMA _____ 50.00
(Presented by: Oklahoma City Chapter, The Ninety-Nines, Inc.)



Preparing to stamp Official Log Book on Simplex Time Stamp before take off on one leg of the race.



PICTURED (Left) Mayor Albert Isen of Torrance, (Right) Joe Doss Chairman Host Committee — Torrance Chamber of Commerce

Welcome to Torrance

The All-America City of Torrance is proud to have been selected to host the Start of the 1960 All-Woman Transcontinental Air Race.

This is an air-minded community that has great plans for the future of our own Torrance Municipal Airport.

The City of Torrance, its Airport Commission, and the Torrance Chamber of Commerce, as your hosts, promise to do everything possible to insure your enjoying a productive and memorable stay here.

We hope to have the honor of hosting you all again in the future.

ALBERT ISEN
Mayor
City of Torrance



AERIAL View of Torrance, California

Live, Work, Play in Torrance

Torrance is one of the fastest growing cities in the nation, expanding from a population of 22,201 in 1950 to 100,630 on January 1, 1960, and now ranks as California's 12th largest city.

Known as the "*Planned-Modern Industrial City*," Torrance is the home of over 250 "blue-chip" industrial firms.

Previously known as the "Industrial Hub" of the western section of Los Angeles County, a new title as the "Commercial Hub" is now a reality with the opening of the giant Del Amo Shopping Center, an 88-acre, \$40,000,000 center, featuring both Sear's and Broadway stores; and many other commercial developments located throughout the city.

Home of one of the nation's finest school districts, Torrance offers peaceful, clean, and smog-free living due to "natural air-conditioning" from its own beautiful shoreline.

Yes, we proudly wear the title as one of the nation's "All-America" Award Winning Cities.



START RACE COMMITTEE

Left to Right: Impound, Judy Wagner; Publicity, Mary Pinkney; Chairman, Rita Gibson; Operations, Ruth Nitzen; Publicity, Mary Dougherty; Inspection, Margaret Ross. (Not pictured: Accommodations, Ruth Gay.)

SCHEDULE OF EVENTS

PROGRAM OF EVENTS FOR THE START OF THE FOURTEENTH ANNUAL ALL-WOMAN TRANSCONTINENTAL AIR RACE

MONDAY, JULY 4th:

Swim party at home of Torrance Chamber of Commerce President J. H. Paget.

HOST: Southwest Savings and Loan; Inglewood Farms.

TUESDAY, JULY 5th:

Tour of Palos Verdes Peninsula. Luncheon at Smith Bros. Fish Shanty.

HOST: Torrance Chamber of Commerce.

Visit to Marineland of the Pacific.

HOST: Shell Chemical Co.; Mobil Oil Co.

Patio Party at home of Mr. and Mrs. Wm. Shawger.

HOSTS: William Shawger (California Rubber Co.); John Melville (Mayfair Creamery).

WEDNESDAY, JULY 6th:

Picnic Lunch at Torrance Municipal Park.

HOSTS: The Service Clubs of Torrance.

Reception at Plush Horse Inn.

HOST: AC Spark Plug Division of General Motors; Pacific Airmotive Corporation.

Banquet at Plush Horse Inn.

HOST: Torrance Airport Commission.

THURSDAY, JULY 7th:

Councilmen's Luncheon at Jump N' Jack Restaurant.

HOSTS: Torrance City Council.

Movies: "Women in Aviation," "Lockheed Film," Hangar—Torrance Airport

Happy Hour at Polynesian Restaurant.

HOST: Adams, Morgan, Lathman, Kripp & Wright Architects, Long Beach.

Take-Off Luau at Polynesian.

HOST: Torrance Chamber of Commerce.

FRIDAY, JULY 8th:

FREE DAY. Boat ride and tour of King Harbor, Redondo Beach available.

HOST: Gordon McRae; Redondo Beach Chamber of Commerce.

PILOT BRIEFING: Plush Horse.

SATURDAY, JULY 9th:

Take-Off Breakfast at Plush Horse.

HOST: Rome Cable Corp.; U.S. Steel Corp.; Southwest Savings and Loan.

Contestant Box Lunches.

HOST: North American Aviation.

Coffee and Doughnuts.

HOST: John Nagel (Nagel Aircraft).

THE COMMITTEE FOR THE START OF THE 1960 AWTAR THANKS

CITY OF TORRANCE
TORRANCE CHAMBER OF COMMERCE
TORRANCE CITY COUNCIL
COUNTY OF LOS ANGELES
TORRANCE AIRPORT COMMISSION
SHELL CHEMICAL CORPORATION
UNITED STATES STEEL—Columbia Geneva Division
MOBIL OIL—Torrance Refinery
MAYFAIR CREAMERY
CALIFORNIA RUBBER COMPANY
J. J. NEWBERRY'S
CORSARO DISTRIBUTING COMPANY
A. C. SPARKPLUG DIVISION OF GENERAL MOTORS
PACIFIC AIRMOTIVE CORPORATION—Burbank
ADAMS, MORGAN, LATHAM, KRIPP & WRIGHT—Architects
NAGEL AIRCRAFT
HOME SAVINGS & LOAN
ALTER REALTY
"SLIM" KIDWELL AVIATION
VEL'S FORD
AVIS RENT-A-CAR SYSTEM
NORTH AMERICAN AVIATION
GENERAL TELEPHONE COMPANY
THE SERVICE CLUBS OF TORRANCE
UNION CARBIDE CHEMICAL CORPORATION
CIVIL AIR PATROL CADETS—43rd Squadron, Torrance, San Pedro
EXPLORER SCOUTS
TORRANCE POLICE DEPARTMENT
TORRANCE AUXILIARY POLICE
SOUTHWEST SAVINGS & LOAN
INGLEWOOD FARMS
REDONDO BEACH CHAMBER OF COMMERCE
GORDON McRAE
ROME CABLE CORPORATION
AIRPLANE INSPECTORS:
ACME AIRCRAFT—Roger Keeney, Torrance
AIRCRAFT ASSOCIATES—Vern Barker, Long Beach
FAA REPRESENTATIVES
FAA COMMUNICATIONS—Kurt Riley, Ruth Dennis
U.S. WEATHER BUREAU—John Aldrich
OFFICIAL STARTER—Jack London
HONORARY STARTER—Robert Cummings
MASTER OF CEREMONIES—Dick Simmons
AMATEUR RADIO OPERATOR—Mrs. Marian Frink, W6PMD
LOCKHEED AIRCRAFT INTERNATIONAL, INC.
For Topping Gas for Race Take Off Morn.
STEVE'S TRAILER SALES
STUDIO GIRL COSMETICS



TORRANCE AIRPORT

THE OFFICIAL TIMERS



FRANCES GUSTAVSON
Chairman

MARY LOWRY

DORTHEY JULICH



IRMA STORY



HELEN DICK

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 Timer's Committee, six 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 must ascertain that each pilot holds a current FAI Pilots Annual Sports Registration and must submit a report to the NAA on all entries, including airplanes, their identifications, and the official starting times of all contestants. They also sit in and assist with making decisions on any protests that might be filed before the start of the race.

The four 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.

Chairman of the Timer's Committee for this year's race is Mrs. Frances Dias Gustavson, who is serving her eighth consecutive year as an Official Timer. She was an aerobatic pilot with the Tex Rankin Air Shows, a Wasp during WWII, holds a Commercial License with both Single and Multi-engine ratings. She is also one of the route surveyors, a member of the Ninety-Nines, Inc., OX5 Club and flew in the 1951 TAR.

Miss Irma [Babe] Story, Official Timer at the Start, will be serving her 6th year as an Official Timer. She was a WASP during WWII, holds a Commercial License, Flight Instructor Rating and has over 5700 hours flying time. She is flying a Cessna 310 for Mojave Electric Co. She is a member of the San Fernando Valley Chapter of the Ninety-Nines, Inc., has raced in two TAR's and placed third in 1950.

Miss Helen Dick, Official Timer at the Start, has been Official Timer at the Finish of four TAR's, flown in one Race, holds a Private License with Glider rating, and holds a Silver "C" FAI Soaring award. Helen is a member of the Ninety-Nines, Inc., Soaring Society of America, and is a tow pilot for the Associated Glider Club of Southern California.

Mrs. Dorthey Julich, Miss Mary A. Lowry, and Mrs. Priscilla Wilson are Official Timers at the Finish and are all serving their first year as Official Timers.

Dorthey Julich holds a Commercial License with Single-engine land and sea and Multi-engine land, Flight Instructor, and Instrument Ratings, and has over 3,000 flying hours. She flew in the 1959 TAR and is a member of the Ninety-Nines, Inc.

Mary Lowry holds a Commercial License and has over 230 hours flying time. She is an Aviation Education Officer for the So. Shore Squadron of the CAP and a member of the Ninety-Nines, Inc.

Priscilla Wilson holds a Commercial License, Single-engine Land and Sea with 250 hours pilot time. She is an Aeronautical Engineer with Curtiss-Wright Corp. and does Aeronautical Flight analysis for electronic flight simulators such as B-52, DC 8, 707, and Electras. She is a member of the Ninety-Nines, Inc.

ROUTE SURVEYORS

Approximately 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, providing for the handling and servicing of the aircraft, and arranging for accommodations for any crews that may remain overnight. The Route Surveyors discuss the operation with Federal Aeronautics Administration Tower and Communications personnel, with the Airport Managers and with personnel of the Weather Bureaus. This survey is a final check to make sure that all those along the route who are working with the race fully understand the operation and that the operation will be handled in accordance with the published AWTAR Rules and Regulations.

Route Surveyors for this year's race are Mrs. Lois Bartling, San Diego, California, and Mrs. Frances Gustavson of Fallon, Nevada. The Air Wing of the United

Coast Guard Auxiliary, 11th District, Flotilla 12, San Diego, California, is helping sponsor Lois, who is a member of the Coast Guard Auxiliary. Lois' biography appears on the AWTAR Board of Directors page and Fran's biography appears above in the Timer's section.



FOURTEENTH ANNUAL ALL WOMAN TRANSCONTINENTAL AIR RACE



Eleven airports between Torrance and Wilmington have been selected and designated as official refueling stops for the contestants. Official time clocks are set up at these eleven airports so that arrival and departure times can be recorded. In this way, time spent on the ground is not counted in computing the contestants' score. Special arrangements have been made at these airports for the handling and servicing of the airplane 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

NEEDLES, CALIFORNIA, is the first designated stop on the race route. It is located on the Colorado river on the eastern edge of the Mojave Desert, a short distance from the Mojave Mountains. Needles was named for an isolated group of needle-like spires visible 15 miles away in south-eastern Arizona.

Needles is the railroad division point, and the railroad yards furnish the chief occupations. Temperatures are often in the 100's and have a wide daily range and low humidity.

Needles Municipal airport is 990 feet above sea level, has two runways, lights and weather information. Mr. W.H. Hirschmann is the Air Port Manager. Mr. Louis Taulmun, K6JZD, is the "Ham" radio operator. Mr. Al Knotly, Chamber of Commerce, and Mrs. Ruby Keaveny, of San Diego, California, is the Ninety-Nine in charge of the time clock.



3

PRESCOTT, ARIZONA, is located in the center of Yavapai County's varied natural attractions, including the nation's largest Ponderosa pine forest. It is known as the "Mile High City of Health" and is one of the few western cities that retain much of the flavor of frontier days. In 1888 Prescott organized the nation's first rodeo . . . an annual July event ever since.

The airport is a mile high, has two runways, a weather bureau, and is lighted. Mr. W. M. Hightower is manager of the airport. Mrs. Juanita Newell of Phoenix, Arizona, is the Ninety-Nine in charge of the time clock, and Mr. Bryon Hargrove, W7BSO, is the Amateur Radio Operator at Prescott.

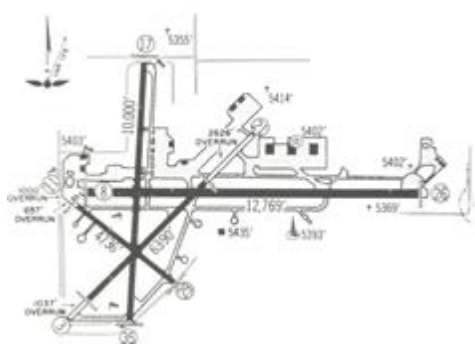


4

WINSLOW, ARIZONA, is known as the "City of Good Will." It is the the largest city in Navajo County, population 10,000, and is the gateway to Meteor Crater, the Painted Desert, the Petrified Forest, and the Navajo Indian Reservation, the largest reservation in the United States.

The airport is 4937 feet high, has three runways, is lighted, has Unicom, weather bureau, and 24 hour line service. Mr. Don Siegman is the airport manager, and Mr. Roy Edwards, W7REO, is the Amateur Radio Operator.





5

ALBUQUERQUE, NEW MEXICO, was founded in 1706 as a Spanish villa on the banks of the Rio Grande. The route along the Rio Grande became El Camino Real (the King's Highway) and was the first maintained highway in what is now the United States. Albuquerque has an estimated population of 210,000.

The airport, Kirkland Air Force Base, was the nation's third busiest in 1959. Its runways are equal to handling the heaviest aircraft in use today. Transcontinental flights frequently make emergency layovers at Albuquerque when other destinations are weathered in because the Albuquerque sunshine average is 363 days a year.

Kirkland Air Force Base is 5352 feet, has four runways, has weather, lights, tower and two way radio required. Mr. E. C. Twing is manager of civil operations at the airport, Capt. Merl Hutto, K5FIQ, is the "Ham" Operator, Major Clay O'Keen, National Guard, and Mrs. Agnes Boyles and Mrs. Betty Burritt are the Ninety-Nines in charge of the time clock at Albuquerque.



6

AMARILLO, TEXAS, is located in the Panhandle of Texas approximately halfway between Chicago and Los Angeles. The city is relatively young, having been first settled in 1887. The principal industries are agriculture, cattle, oil, and gas. The population is estimated at almost 150,000.

Amarillo Air Terminal is municipally owned. The City of Amarillo has entered into contract with the Air Force for joint use of runway and taxiway facilities, at the adjoining Air Force Base. The Amarillo Air Force Base is the only base devoted exclusively to the training of jet mechanics.

The airport is 3604 feet above sea level, has two runways, control tower, weather, and lights. Mr. W. T. Harris is manager of Amarillo Air Terminal, Mr. Glenn Barnes, K5LLN, is the Amateur Radio Operator, Mr. Jack Lacey, Chamber of Commerce, and Mrs. Gloria Puckett, of Abilene, Texas, is the Ninety-Nine in charge of the time clock at Amarillo.



7

OKLAHOMA CITY, capital of Oklahoma and its largest city, had a unique beginning. Between noon and sundown on April 22, 1889, a city of 10,000 persons sprang into being on the prairie along the banks of the North Canadian River when a broad central section of what is now Oklahoma was thrown open by United States presidential proclamation to white settlement.

Today on one side of the Canadian River is a skyline of businesses, industries, and residences and on the other side are towering derricks yielding their wealth in liquid gold.

The International Headquarters of the NINETY-NINES, INC., is housed in the Will Rogers Terminal Building. On the opposite side of the field is the FAA Aeronautical Center. The center is a \$20,000,000 installation and is situated to serve civil aviation around the free world.

Will Rogers Field is 1284 feet high, has three runways, control tower, weather, and lights. Mr. Wm. O. Coleman is airport manager, Miss Elizabeth Sewell will represent the Ninety-Nines, and Mr. Walter M. Hill, W5HXT, is the Amateur Radio Operator at Oklahoma City.

8

FORT SMITH, ARKANSAS, the "water city of the Southwest" has an abundance of clean pure water. Its two lakes hold enough water to last the city for over three years if not a drop of rain falls.

The city is located in the hill section of central, western Arkansas and is bordered by Oklahoma on the west. It has a population of over 60,000. Fort Smith prides itself on its million dollar Air National Guard Base.

The Fort Smith Municipal airport is 488 feet above sea level, has two runways, control tower, weather, lights and a new terminal building. Mr. W.K. Mack is manager of the airport, Mrs. Lois Martin is representing the Ninety-Nines, Inc., and Mr. Harold Kohler, Sr., W5QHY, is the "Ham" radio operator.



9

MEMPHIS, TENNESSEE, is located in the southwest corner of Tennessee, overlooking the Mississippi River. January 1, 1960, the population was estimated at 505,305. It has 107 parks, including Overton Park Zoo.

Memphis is a transportation hub of the South due to its location, the 50 million dollar harbor project, thirteen national highways, rail lines in all directions, and 158 airline arrivals and departures daily.

Each year in May, Cotton Carnival Time proclaims the reign of "King Cotton."

Memphis Municipal Airport is 291 feet high, has four runways, control tower, weather, lights, and is managed by Mr. Ray L. Wheat. Mr. Dick Campbell is in charge of the time clock and Mrs. Betty Mahaffey, W4WTJ, is the Amateur Radio Operator at Memphis, Mr. Al Walmsley, Civil Air Patrol, and Mrs. Georgiana McConnell is the Ninety-Nine representative.



10

The beauty of CHATTANOOGA, TENNESSEE lies in its unique contrasts of natural scenery, including mountains and Chickamauga Lake.

Some of the points of interest are Ruby Falls, a waterfall 145 feet high, 1120 underground in Lookout Mountain Caverns, reached via a passageway between weird and timeless stalagmites; the Incline Railway, the steepest passenger railway in the world, which is the most direct route to the top of Lookout Mountain, the site of the "Battle Above the Clouds"; Rock City; Fairyland Caverns; Lover's Leap, that has a view into seven states; and Confederama, where 5,000 miniature soldiers refight battles of the Civil War including Chickamauga.

Lovell Field at Chattanooga is a must stop for contestants. It is 682 feet above sea level, has two runways, control tower, weather, and lights. Mr. W.E. Eckenrod, Jr. is the manager of the airport, Mr. J.D. Rivers, W4JVM, is the amateur radio operator, and Mrs. Irene Flewellyn and Mrs. Sara Duke are the NINETY-NINES in charge of the time clock.

The Chattanooga Chamber of Commerce and the local Flyers Club will be host at Lovell Field. The Civil Air Patrol will cooperate with the Ninety-Nine members to help expedite arrivals and take-offs. They will take care of tie downs also.



11

JOHNSON CITY, TENNESSEE, is the center of Upper East Tennessee's trade area. Its industrial products are highly diversified and include groceries, baking products, furniture, machines, and tools.

Johnson City has a generally mild climate, due to surrounding mountains. The population is estimated at 30,000.

Tri-Cities Airport has one runway in operation and another runway under construction. The airport is at an elevation of 1524 feet, has control tower, weather and lights. Mr. B. T. Robertson is the airport manager, Mrs. Jane Hilbert is the Ninety-Nine in charge of the time clock, and Mr. William Kilgore, W4WRH, is the "Ham" operator at Johnson City.



12

ROANOKE, VIRGINIA,—"Star City of the South"—symbolized by a huge lighted Star on Mill Mountain, towering 1,000 feet above the city—lies between the scenic Blue Ridge Mountains to the East, and the majestic Alleghenies to the West.

Near by Natural Bridge, one of the Seven Natural Wonders of the World, is 55 feet higher than Niagara Falls and was originally owned by Thomas Jefferson. Carvin's Cove is a lovely lake nestled among the mountains.

Products manufactured in the area include railroad cars, fabrics, furniture, and food products. Population is 160,000.

Woodrum Field is a must stop for all contestants. It has three runways, is 1174 feet above sea level, has weather, lights, control tower, and two way radio is required. Mr. Marshall L. Harris is manager of the airport, Mr. David Arnold, K4JQO, is the amateur radio operator, and Mrs. Louise Smith of High Point, North Carolina, is the Ninety-Nine coordinator at Roanoke.



THE TERMINUS



THE FIRST IMPRESSION OF THE TERMINUS: NEW CASTLE COUNTY AIRPORT, WILMINGTON, DELAWARE

As the contestant wings into the final lap of the race and the terminus comes into view, this is the first clear picture that comes into focus . . . the New Castle County Airport. The Airport is a responsibility of the New Castle County Levy Court, and George Bean is the Airport Manager.



Shown left to right in picture above are: Don Redpath, Assistant Vice President and General Manager of the Wilmington Division of Atlantic Aviation; Andrew Nonnenmacher, Control Tower Chief; Barbara Bonnett, Social Chairman; Adelaide Tinker, General Chairman; Marie D'Alterio, Impounding Chairman; Gloria Durham, Publicity; Ernest Reiver, President, Wilmington Businessmen's Civic Association; Fred Krapf, Chairman, Wilmington Businessmen's Civic Association Convention Committee; George Bean, Airport Manager; and Bob Ward, Public Relations Executive for Atlantic Aviation.

Not pictured, Miss Elsie McBride, Chairman of the 1960 AWTAR Terminus Committee.

It might interest you to know that Andy Nonnenmacher is the Control Tower Chief and Andy and his crew will be expecting the contestants and will give them their utmost attention when they fly in . . . and that many of those persons who are helping to plan this year's terminus program will be down there to meet each contestant when she taxis up to the ramp.

COMMITTEE OF LOCAL 99's

AND WILMINGTON BUSINESSMEN

To the left are shown some of the local girls who make up the 99's in the Wilmington community and some of the local businessmen who are taking a part in planning the big July 1960 derby terminus. Their names are given below the picture. A number of other persons who are playing a part in planning, but not shown in the photo, are named in the "thank you" list on the next page. This listing, incidentally, will undoubtedly have others added to it after this program is printed, and occasion will be taken later to acknowledge helpful participation by all of those persons who share the planning and work. Every effort is being made by these hard working committee members to make the terminus program in Wilmington, Delaware, a most pleasant and memorable one. See you in Wilmington in July!

TERMINUS PROGRAM OF EVENTS:

Ninety-Nines International Convention and End of AWTAR 1960

Headquarters — Hotel du Pont

Registration—Monday through Thursday 9:00 a.m.- 5:00 p.m. Hotel Lobby

Contestants, 99's, 49½'s, and guests are welcome to attend all activities on the program.

MONDAY, JULY 11

2:00 p.m. Swimming Party - Glory Hill - Cocktails

TUESDAY, JULY 12

2:00 p.m. Hagley Museum - Jitney Tour along the Brandywine.

8:00 p.m. Summer Theatre

WEDNESDAY, JULY 13

12:00 Noon Official End of AWTAR

2:00 p.m. Longwood Gardens - one of the nation's most distinguished showplaces

5:00 p.m. Race Pilots Meeting - Foyer of Hotel

Race Results Announced After Meeting

6:30 p.m. Hangar Party - New Castle County Airport - Cocktail Hour -

Sponsored by Local Pilots

Buffet Dinner

Entertainment - "The Electric Heart Blocks" (Dixie Land Band)

THURSDAY, JULY 14

12:00 Noon Delaware Park Race Track - Admission to Clubhouse, Program,

Luncheon, and Seats in Reserved Area

7:30 p.m. Dinner to Honor WASPS Stationed at New Castle Air Base During

World War II - Gold Ballroom

Speaker—Colonel Emma J. Riley,

Director of Women in the Air Force

Entertainment—Charles H. Rutledge "Remember Mama?"

FRIDAY, JULY 15

12:30 p.m. Lunch - Du Barry Room

6:30 p.m. Cocktail Hour - Du Barry Room - Sponsored by the Wilmington

Businessmen's Civic Association

7:30 p.m. Awards and Convention Banquet - Gold Ballroom

Transportation will be provided between the New Castle County Airport and the Hotel du Pont, and for all scheduled events.

OUR GRATEFUL THANKS TO:

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... and others to be acknowledged by other means.

AERIAL VIEW OF CENTER CITY WILMINGTON

The contestants and other 99's and their friends and relatives are going to make this city their headquarters for almost one week. It's a good city and a proud city and extends its welcome to each and everyone of you! From Mayor Eugene Lammot, from City Council, from the Wilmington Businessmen's Civic Association, and from many others who share our civic pride, we bid you a hearty "Come to see us in July" and extend our best wishes for your stay!





- 1**
 Pilot [R] Patricia Gladney, Los Altos, California
 Co-Pilot: [L] Margaret Standish, Mountain View, California
 Airplane: Cessna 180 230 h.p.
 Sponsor: Wright Brothers Co., of San Jose, California, Cessna Sales and Service.

Pat, who holds a Commercial License, Flight Instructor and Instrument Ratings, and has logged more than 8,000 hours in the air, is flying her 8th TAR. She started her flying in New Jersey when she was sixteen, instructed flying until she joined the WASP during WWII, won the first Amelia Earhart Scholarship awarded annually by the Ninety-Nines, Inc., of which she is a member, and now flies for fun with her husband, Jack, who is a captain for Pacific Airlines, San Francisco, California. They have two daughters.

Margaret, employed at the Lockheed Sunnyvale Missile and Space Division where she is currently working on the Polaris Missile, started flying in Lawrence, Kansas. She served as a WASP pilot during World War II and continues as a 1st Lieutenant in the United States Air Force Reserve. She holds a Commercial License with a Flight Instructor Rating and has logged more than 2000 hours flying time. This will be her 8th TAR.



- 2**
 Pilot: [L] Selma Cronan, Leonia, New Jersey
 Co-Pilot: [R] Kathleen Hilbrandt, Hasbrouck Heights, New Jersey
 Airplane: Cessna 172 145 h.p.
 Sponsor: Eclipse-Pioneer Division, The Bendix Corporation, New Jersey

This is the first transcontinental air race for this crew. Selma, who holds a Private License with more than 700 hours flying time, has been a licensed pilot for over 17 years and is active in the Civil Air Patrol and the Ninety-Nines, Inc. She and her husband, Walter, who is an engineer for the W. Cronan Company, have 14-year-old twins.

Kathleen, a former WASP pilot during WWII, holds a Commercial License, Flight Instructor rating, and has logged more than 1500 hours in the air. She is a former flight instructor of G.I. Students on seaplanes and has held a pilot's license for more than eighteen years. She is an active member of the Ninety-Nines, Inc., the NAA, and the AOPA.



- 3**
 Pilot: [R] Mary Ann Craig, Santa Monica, California
 Co-Pilot: [L] Vivian Louise Thompson, Los Angeles, California
 Airplane: Cessna 182 230 h.p.
 Sponsor: Van Nuys Skyways, Inc., Van Nuys Airport, California, a new Cessna dealership to be opened in September, 1960

Mary Ann, after flying for two years, holds a Private License with 175 hours flying time and is very active as an advisor to a group of Wing Scouts, Girl Scouts of America, and as a member of the Ninety-Nines, Inc. She is employed as a checker with Von's Grocery Company and has one daughter, Kathryn, age 10. This crew will be flying their first TAR.

Vivian, who has a total of 70 hours flying time, has just recently received her Private License. She is employed as an Instructor of Cosmetology at the Professional Beauty College in Santa Monica, California, and is also now an active member of the Ninety-Nines, Inc. Her husband, Ken, is employed by the Mobil Oil Co. of Los Angeles, California, and they have three children.



- 4**
 Pilot: [L] Erma Jaco, Harlan, Iowa
 Co-Pilot: [R] Golly Miner, Kirkwood, Missouri
 Airplane: Bellanca Model "260" 260 h.p.

Erma will be flying her first transcontinental air race. She holds a Private License with 450 hours flying time, is an active member of the Ninety-Nines, Inc., and the St. Louis Aero Club. Her husband, Garrett, is also a pilot and is employed with Variety Distributors, Inc.

Golly, who placed 13th in the 1959 TAR with Mrs. Mickey Clark of Florissant, Missouri, holds a Private License and has over 400 hours flying time. Her husband, Jack, is Vice-President of the Bank Building Corporation of St. Louis, Missouri, and they have three children. Golly is a member of the Ninety-Nines, Inc.

Pilot: [R] Randy Sutherland, Albuquerque, New Mexico

Co-Pilot: [L] Velma Wood, Albuquerque, New Mexico

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

Sponsor: International Chiropractors Association of Davenport, Iowa

Randy, in the Sutherland family airplane, will be flying her fifth TAR. She holds a Commercial License with an Instrument Rating and has logged more than 900 hours flying time. Her husband, John, is a Chiropractor in Albuquerque and a licensed pilot, and they have three children. She is a member of the Albuquerque Chapter of Ninety-Nines, Inc.

Velma will be entering her first TAR. She received her license in March of this year and has a total of 75 hours flying time to date. She is employed as Office Manager of Sun State Plumbing Co., and she and her husband, Clifford, have one daughter, age 16.

Pilot: [R] Thelma Bishop, La Jolla, California

Co-Pilot: [L] Evelyn Briggs, San Diego, California

Airplane: Cessna 182 Skylane 230 h.p.

Sponsor: San Diego Chapter of Ninety-Nines, Inc.

Thelma, holding a Private License with more than 730 hours flying time, will be flying her fifth TAR. She has been active with the Wing Scouts, Girl Scouts of America, with the airmarking program, and with the San Diego Chapter of the Ninety-Nines, Inc. Her husband, Harold, is with the 11th Naval District in San Diego; they have two children and three grandchildren.

Lynn will be flying her second TAR. She holds a Private License with nearly 300 hours flying time and is an active Ninety-Nine, having held several offices in the local chapter and the Southwest Section. She was supervisor of the aircraft warning and information center during WWII and has been active in the Civil Air Patrol. At present she is employed by the San Diego school system as a teacher of handicapped children. Her husband, Bob, is the Coronado manager for the San Diego Union-Tribune newspapers.

Pilot: [L] Ethel Knuth, Indianapolis, Indiana

Co-Pilot: [R] Sophia Payton, Indianapolis, Indiana

Airplane: Cessna 170B 145 h.p.

Sponsor: "Fantasyland," storybook park for children and adults -Gettysburg, Pennsylvania

Ethel holds a Private License with 350 hours flying time and started her flying career because her son became interested in flying while in high school in 1955. She was the winner of the Indianapolis Aero Club's award for outstanding interest in aviation presented in January 1960. Her husband, Russell, a technician for the Underwood Corporation, is also a pilot; her son, Ronald, now is an FAA Controller in Phoenix, Arizona. Ethel is Chairman of the Indiana Chapter of Ninety-Nines, Inc.

Sophia Payton, presently a housewife, spent five years with the FAA as a Simulated Air Traffic Control Operator. She holds a Commercial License with 500 hours flying time and a Glider Pilot Rating. She was the first woman in Columbus, Ohio, to receive a "C" rating in a Glider. Her husband, Neal, is a Captain for Lake Central Airlines. Sophia is a member of the Ninety-Nines, Inc. This crew is flying their first TAR.

Pilot: [L] Iris Critchell, Palos Verdes Estates, California

Co-Pilot: [R] Mary Pinkney, Waleria, California

Airplane: Cessna 175 175 h.p.

Sponsor: "Gravel Mary's" concrete building materials yard of Waleria California; together with Checkerboard Equipment Rentals, Bill & Rudy's Sand & Gravel, Pacific Window Products, Ruth Griffin, Apparel Shop of Waleria, California; Torrance Sand & Gravel; Nagel Aircraft, Torrance; Airport; Pre-Cast Concrete Products, Long Beach Waleria Businessmen's Club.

Iris, flying her tenth TAR, will have in the co-pilot seat one of her former students whom she taught to fly at Torrance Municipal Airport, scene of this year's race start, and where she continues to teach as a free lance flight instructor. A WASP ferry pilot during WW II and later an instructor of Ground School and Instrument Flight for the USC College of Aeronautics at Santa Maria, California, Mrs. Critchell has logged more than 4500 hours. She holds ratings of single and multi-engine land, Flight Instructor for airplanes and instruments, and Ground School Instructor ratings for Civil Air Regulations, Meteorology, Navigation, Radio, Power Plants, Aircraft, Instruments and Parachutes.

When not engaged in operating her sand and gravel business and aiding her husband, Robert, in the operation of his equipment rental yard, Mary, a Private Pilot, actively participates in the aviation education program of the local Civil Air Patrol unit, where she serves as Information Officer and Commandant of Cadets, and in local women's clubs and community organizations. This will be Mary's first TAR. Both women are members of air-minded families with husband Howard Critchell, a pilot for Western Airlines, and husband, Robert Pinkney, holder of a Commercial Pilot License. Each of the women has two children and each is a member of the Ninety-Nines, Inc., Long Beach Chapter, and is working to host the Start of the race this year.





9

Pilot: [L] Pat Russell, Grosse Pointe, Michigan
Co-Pilot: [R] Alice Davis, Grosse Ile, Michigan
Airplane: Cessna 180 230 h.p.

Pat, who placed 8th in the 1959 TAR and won last year's Private Pilot Award, is flying her third race this year. She is employed with Beauty Counselors, Inc., Grosse Pointe Mich., as Director of Styling. Her husband, William, also a pilot, is Manager of Field Sales for the Norton Company in Worcester, Massachusetts. They have three children.

Alice will be flying her first TAR. She holds a Commercial License with 875 hours flying time, having started her flying in 1954. Her husband, Lester, is employed with Hafe Herbaway Company of Detroit, producer of industrial shows. They have two children.

Both women pilots are active members of the Ninety-Nines, Inc.



10

Pilot: Marion Schorr Betzler, Columbus, Ohio
Airplane: Model M Beechcraft Bonanza 250 h.p.

Co-Sponsors: Columbus Aviation, Inc., Port Columbus, Beechcraft Sales and Service Operators and United Rent-Alls, Inc., of Lincoln, Nebraska

Marion, flying solo this year in her fifth TAR, holds a Commercial License with more than 1500 hours flying time. She holds rating as radio navigation ground school instructor and Link trainer instructor. She is a former WASP pilot and learned to fly while a student at Southwestern Louisiana Institute. With her husband, Charles, she owns and operates the United Rent-Alls Store in Columbus, where they handle everything from "baby cribs to cement mixers." They have two children, 14-year-old Rick and 10-year-old Michael.



11

Pilot: [R] Darline Sanders, Santee, California
Co-Pilot: [L] Marian Jepsen, Del Mar, California
Airplane: Cessna 140-A 90 h.p.

Sponsor: TV ENTERPRISES, [Div. of Hal Wallace's Inc.]; TV Sales, Service, and Rentals, El Cajon, Lakeside, and Lake Murry, California

"Dottie" will be flying her ninth TAR in her own plane. She is an active member of the Ninety-Nines, Inc., holds a Private License and has logged more than 860 flying hours. She is employed as secretary by the La Mesa-Lemon Grove Escrow Co. Her husband, Bob, is also a pilot and at present their main endeavor is to complete their new home/hangar "Sanders Ranch-Aero," adjoining Gillespie Field.

Marian will be flying her fifth TAR, and holds a Commercial License, Instrument Rating, and has more than 700 flying hours. She and her husband, Ray, own and operate Palomar Vending Co., and have two sons. She is a Ninety-Nine and a member of the AWTAR Board of Directors.



12

Pilot: [R] Mickey Clark, Florissant, Missouri
Co-Pilot: [L] Teddy Hager, St. Louis, Missouri
Airplane: Piper PA-24 Comanche 250 h.p.

Sponsor: C. Hager & Sons Hinge Mfg. Co., St. Louis, Missouri. "Everything Hinges on Hager."

Mickey, flying her seventh TAR, holds a Commercial License with Instrument and Multi-engine ratings. She is a free-lance flight instructor and Charter pilot, having formerly been a Flight Instructor at the St. Charles Airport in Missouri. She is an active member of the Aero Club of St. Louis and the Ninety-Nines, Inc. Her husband, Paul, is employed by McDonnell Aircraft in St. Louis and is also an active pilot.

Teddy is a student pilot and housewife. She is working toward her Private License and is a member of the Aero Club of St. Louis. This will be her first TAR.

13

Pilot: [R] Claire Lee Walters, Los Angeles, California
 Co-Pilot: [L] Betty Hicks, Santa Monica, California
 Airplane: Cessna 172 145 h.p.
 Sponsor: Rubber-Teck, Inc., Gardena, California

Claire, flying her sixth TAR this year, won first place in 1951. She has flown since 1941, has a Commercial License with Instructor and Multi-engine Ratings and more than 12,750 hours flying time. She has instructed in various schools since 1946 and is currently President and Chief Instructor Claire Walter Flight Academy, Santa Monica Airport, California. Six of her students are contestants in the race this year. She has two children, ages 8 and 5, and is active in the Ninety-Nines, Inc. and the AOPA.

Betty, a professional golfer, is flying her first TAR this year. She holds a Private License with over 400 hours flying time. She started flying in 1958 to avoid the weariness of driving more than 30,000 miles a year to golf tournaments and exhibitions. She is currently employed on the Advisory Staff, as a golf professional, for the Wilson Sporting Goods Company, River Grove, Illinois, and Vice-President, Claire Walters Flight Academy. During 1943 and 1944 she was a public relations officer for the U.S. Coast Guard Womens Reserve and is now active in the Ninety-Nines, Inc., and the AOPA.



14

Pilot: [R] Dr. Margaret Densmore, Media, Pennsylvania
 Co-Pilot: [L] Dr. Constance Volk, Media, Pennsylvania
 Airplane: Beechcraft Bonanza G-35 225 h.p.

Dr. Densmore started flying in August, 1959, and at present holds a Private License with an Instrument rating and a total of 280 hours flying time. A member of the Ninety-Nines, Inc. and of the Flying Physicians, she uses her plane mostly for business flying.

Dr. Volks is not a rated pilot but has many hours in the air as navigator with Dr. Densmore. This crew will be flying their first air race.



15

Pilot: [L] Helen Hine, Gary, Indiana
 Co-Pilot: [R] Joan Williams, Gary, Indiana
 Airplane: Cessna 170B 145 h.p.

Helen, a veteran of 24 years of flying, will be flying in her second TAR. She holds a Commercial License with both Instrument and Instructor ratings and has logged more than 2100 hours flying time. She is also a licensed glider pilot and during WWII was a glider and WASP instructor for the Army. She is a former U.S. Women's Glider Champion. Helen is currently employed as School Nurse for the public schools in Gary, Indiana.

Joan, flying her 1st TAR, holds a student certificate with 20 hours and is working toward her Private License. She is a former Army Nurse and served in the European Theatre during WWII. She is presently employed as Director of Nursing at St. Margaret's Hospital in Hammond, Indiana.



16

Pilot: [R] Cleo Morrison, Signal Hill, California
 Co-Pilot: [L] Florence Anderberg, Downey, California
 Airplane: Cessna 172 145 H.P.
 Sponsors: Walter H. Anderberg, Contractor, Downey, Calif.; R. H. [Bob] Morrison Trucking, Signal Hill, Calif.; Bundy-Fox Shoes, Long Beach, Calif.; D. "Pat" Ahern for Congress; The Clouds Restaurant, Long Beach Airport; Eagle Drug, Downey, Calif.

Cleo will be flying her fifth TAR, holds a Commercial License with Single-engine and Multi-engine Land ratings, and has over 900 hours pilot time. Her husband, Robert, who owns Morrison Vacuum Truck Service, Signal Hill, California, is also a pilot. They have three sons. Cleo is a member of AOPA and the Ninety-Nines, Inc.

Florence is a student pilot and will be flying in her second TAR. Her husband, Walter, a contractor, is a pilot. They have one son.





17

Pilot: [L] Alice H. Hammond, Grosse Point Farms, Michigan
Co-Pilot: [R] Jean H. Pearson, Grosse Point Pak, Michigan
Airplane: Cessna 180 225 h.p.
Sponsor: S.H. Arnolt, Inc., Chicago, Illinois, distributors for British Motors Corp., manufacturers of the "THE INCREDIBLE 850", a new foreign compact car.

Alice will be flying her seventh TAR. She has a Commercial License with Single-engine Land and Sea and Instrument Ratings. She has been flying since 1931 and has over 2,500 hours logged. She was a Civil Air Patrol Courier and Charter and Instrument Instructor during WW II. Her husband, John, also a Pilot, is an executive for General Aircraft Supply Corporation, Detroit City Airport, Detroit, Michigan. They have three children. Alice is a former International President of the Ninety-Nines, Inc., Executive Officer of the Great Lakes Region of the Civil Air Patrol, and a member of the NPA.

Jean will be flying her sixth TAR this year. She has a Private License with over 500 hours flying time, was a WASP Pilot during WW II, and is presently one of the few women to have flown through the sound barrier. She is an Aviation and Science writer for the Detroit Free Press and in 1957 received the "Headliner" award from Theta Sigma Phi for her Air Defense Command series and medical articles. In 1958 she won the Aviation Writers Association's Strebig Award. Her husband, Morton, is an attorney in Wayne County, Michigan, and Jean is an active member of the Ninety-Nines, Inc., Civil Air Patrol, AOPA, Aviation Writers Association, and International Society of Aviation Writers.



18

Pilot: Patricia Ann Weaver, Palos Verdes Estates, Calif.
Airplane: Piper Comanche 250 h.p.
Sponsor: Merle Norman Cosmetics, Westchester, California, cosmetic manufacturers.

Patricia will be flying solo on her first transcontinental air race. She was a Wasp during WWII, and is Senior Pilot for the Civil Air Patrol. She has over 2,000 hours of flying time and holds a Commercial License. Her husband, Richard, a Commercial Pilot, is manager of the San Pedro Boat Works and they have three children. She is a member of Ninety-Nines, Inc.

19

Pilot: [L] Frances S. Bera, Long Beach, California
Co-Pilot: [R] Annette M. Castle, Santa Monica, California
Airplane: Piper Apache PA 23 320 h.p.
Sponsor: Mr. R. C. Wilcox, Bel Air, California

Fran was winner of the TAR in 1953, 55, 56, and 58. She was co-pilot of the winning airplane in 1951 and was second place winner in 1954. She has an Airline Transport License with Single and Multi-engine Land and Sea and Flight Instructors Ratings and has over 9,000 hours flying time. She was a CAA Commercial Flight Examiner for 12 years, a member of the Women's Parachute Corps. during WWII, has owned and operated her own flight school, and is presently employed as Executive Pilot, flying an Aero Commander for her sponsor, Mr. R. C. Wilcox. Her husband, Gordon, is a Reliability Representative for Douglas Aircraft of Long Beach. Fran is a member of the Ninety-Nines, Inc. and NAA.

Annette, a former schoolteacher, will be flying her first TAR. She has a Private License with over 250 hours flying time. She started flying in 1955 with Fran as her instructor. She has flown to Canada and beyond the Arctic Circle with her husband, John a pilot and Aeronautical Engineer for Douglas. They have one son. She is a member of the Ninety-Nines, Inc.

20

Pilot: [R] Shirley Marshall, Tucson, Arizona
Co-Pilot: [L] Jane Griese, Tucson, Arizona
Airplane: Piper PA-22 150 h.p.
Sponsors: Newell and Robbs, Mortgage Bankers of Tucson, Arizona
Newell and Parlett, Inc., Insurance Company of Tucson, Arizona, Tucson Airport Authority, Sea Spray Summer Hotel, East Hampton, Long Island, New York

Shirley has been flying since 1956 and holds a Commercial License with more than 500 hours flying time. This will be her second TAR. She and her husband, Arthur, are co-owners of Arizona Mimeographing Service and have two children, ages 10 and 14. She is a member of the Ninety-Nines, Inc.

Jane learned to fly in Alaska in the bush country and now holds a Private License with 200 hours flying time. She has flown from Alaska to Florida and so has experience for her first try at the TAR. She is employed with Newell and Robbs, and her husband, Arnold, is Graduate Assistant in Education in Tucson. They have two children, ages 11 and 14. Janice is also a member of the Ninety-Nines, Inc.



21

Pilot: [R] Nancy M. Diemand, Holicong, Pennsylvania

Co-Pilot: [L] Deborah Diemand, Holicong, Pennsylvania

Airplane: Cessna 175 175 h.p.

Sponsor: Greater Philadelphia Magazine, 1420 Walnut Street, Philadelphia, Pennsylvania

Nancy is the pilot of the mother-daughter crew racing the family airplane. She holds a Commercial License with both single and multi-engine ratings, land and sea ratings, and an Instrument rating. She has logged a total of 650 hours in the air. Her husband, John, who is a pilot also, is in the insurance business in Philadelphia.

Deborah, their daughter, is a student pilot, 16 years of age. She is finishing her sophomore year at The Shipley School, Bryn Mawr, Pennsylvania, has ten hours flying time which she logged prior to becoming sixteen, and soon will work toward her Private License.



22

Pilot [R] Betty Jane Farrell, Santa Ana, California

Co-Pilot: [L] Betty Alyce Farrell, Del Mar, California

Airplane: Bonanza H-35 240 h.p.

Sponsor: Orange County Aviation Corp., Sales, Service, Flight Instruction, and Charter Flying, Fullerton Airport.

This will be the crew's first TAR. Betty Jane met her husband, David, while flying as stewardess for American Airlines. She started flying to assist her husband at the controls of their Beechcraft Bonanza and was surprised to find that flying was as easy as driving a car and much safer. They have six children. Betty is a member of the Ninety-Nines, Inc.

Betty Alyce started flying in August, 1959 in preparation for her role as co-pilot for the 1960 Powder Puff Derby. Twice a week, Betty Janes flies from Santa Ana to Del Mar to pick up Betty Alyce and they fly cross country on flights similar to what they will experience during the Air Race.



23

CANCELLED

24

Pilot: [L] Velma "Mickey" Gregory, Norwalk, California

Co-Pilot: [R] Barbara Rhea, Long Beach, California

Airplane: Cessna 182 230 h.p.

Sponsor: Louis Frahm Pontiac, Downey, California

"Mickey" holds a Private License, has over 135 hours flying time, and is a member of Skylarks of Southern California. She is presently employed by Auto Drug Company in Los Angeles. Her husband, G.L. Gregory, manager of Shell Motors in Lynwood, is also a pilot; they have one daughter, Christine.

Barbara holds a Private License with over 100 flying hours. Her husband, Jim, a painting contractor, is a pilot, and they have three children. She is a member of the Skylarks Flying Club of Southern California. This team will be competing in their first air race.





25

Pilot: [R] Sammy [Marie] McKay, Grand Blanc, Michigan
Co-Pilot: [L] Margaret A. Crane, Fenton, Michigan
Airplane: Cessna 172 145 H.P.

Sponsors: Superior Pontiac-Cadillac, Automobile Dealer, Flint, Michigan, Flint Aeronautical Corp., Aircraft Sales & Charter, Bishop Airport, Flint, Michigan; Glen of Michigan, Sportswear Mfg. including Flying Togs, Manistee, Michigan.

Sammy will be entering her third TAR. She is a Private Pilot with over 400 hours flying time and a member of the Ninety-Nines, Inc. Her husband, George, is Vice-President of Superior Pontiac Cadillac, one of the sponsors.

Margaret will also be flying her third TAR. She has a Commercial License with over 2,000 hours of flying time and is a member of the Ninety-Nines, Inc. She is a secretary for Bar Products, Holly, Michigan.



26

Pilot: [L] Nina "Polly" Stoeher, Pasadena, California
Co-Pilot: [R] Opal Marie Sanders, San Bernardino, California
Airplane: Cessna 182 230 h.p.

Sponsor: Miss and Mrs. Fashions of San Bernardino, a women's and children's apparel store

"Polly" will be entering her second TAR this year. She holds a Private License with over 800 hours flying time. She is a former high school teacher and is active in College Women's Club and the Browning Society. "Polly" and her husband, Fred, a lawyer and pilot, have done extensive flying in Alaska, Mexico, and the United States. They are both active in the local Blue Yonder Flying Club and the Flying Farmers, and Mrs. Stoeher is an active member of the Ninety-Nines, Inc.

"Sandy" is a very new pilot, having just received her Private License in March, 1960. She now has a total of 135 flying hours. She owns and operates Miss and Mrs. Fashions, sponsor of this crew, and has been in business in San Bernardino for seven years. Her husband, Verne, also a very new pilot, is Sales Manager of Commercial Refrigeration Company of San Bernardino.



27

Pilot: [L] Myrtle A. Wright, El Sobrante, California
Co-Pilot: [R] Pat Stouffer, Napa, California
Airplane: Cessna 170B 145 h.p.

Myrtle will be flying her first TAR in the family airplane. She has a Private License with 295 hours flying time and is employed as a bookkeeper for Williams & Lane, Inc. of Berkeley California. She is an active member of the Ninety-Nines, Inc. and AOPA. Her husband, George, is a roofer, and they have one girl, Diane, age 15 years.

Pat also a member of the Ninety-Nines, Inc. an AOPA, has a Private License and more than 225 hours of flying time to her credit. This is her second TAR, the first being the 1953 race. Pat is a teacher for the Napa City Schools, Napa, California



28

Pilot: [L] Kathleen "Katee" Braithwaite, El Segundo, California
Co-Pilot: [R] Frances "Fritzi" Heaney, Torrance, California
Airplane: Cessna 150 100 h.p.

Sponsor: Gene Maskow, Benbow Mfg. Corp., Culver City, California, Hydraulic Pneumatic Valves — Frandelis Frozen Food Corp., Los Angeles, Olson Glass Co., Inc., Torrance, California

"Katee" has a Private License with over 200 hours flying time and will be flying her first TAR. She is employed as a Scheduler for North American Aviation, Inc., of Los Angeles and is an active member of the Ninety-Nines, Inc. and the Progressive Flying Club. She has two girls, ages 12 and 16 years.

"Fritzi's" first TAR will be flown in her husband's plane. She holds a Private License with 125 hours of flying time and is working toward her Instrument Rating. Her husband, Donald, is Secretary-Treasurer of Olson Glass Company in Torrance and is also a pilot. They have one boy, age 17 years. Fritzi is a member of the Ninety-Nines, Inc., and the Progressive Flying Club, Hawthorne, California.

Pilot: [R] Joyce Overbay Wright, Dallas, Texas

Co-Pilot [L] Sue N. Connally, Dallas, Texas

Airplane: Cessna 180 225 h.p.

Co-Sponsors: Lone Star Aviation Company of Addison Airport in Dallas, Texas, Propeller overhaul and accessories, and Mohawk Oil Well Service Company of Alice, Texas

Joyce, who holds a Private License, Single Engine Rating, and has over 250 hours of flying time, will be racing her first TAR this year. She is a member of the Ninety-Nines, Inc., WNAA, and NAA. Her husband is a Pilot and is employed as an Engineer for the Producing Properties, Inc. in Dallas. The Wrights have three children.

Sue has recently received her Private License and has over 50 hours flying time to her credit. She is a reporter for the Dallas Morning News and is a member of WNAA, Dallas Press Club, and Theta Sigma Phi, an honorary journalism fraternity.



30

Pilot: [L] Marilyn Reef Williams, Des Moines, Iowa.

Co-Pilot: [R] Alice Helen Pfantz, Des Moines, Iowa.

Airplane: Beechcraft Bonanza C-35 225 h.p.

Marilyn will be flying her second TAR, having been a co-pilot last year. She has a Commercial License with over 275 hours flying time to her credit. She will be flying a plane owned by her husband, Frank, Manager of Comfortrol Supply. He is also a pilot, and they have three children, ages 8, 12, and 16. She is an active member of the Ninety-Nines, Inc.

Alice, holder of a Commercial License with over 225 hours of flying time, will also be flying her second TAR. She is an active member of the Ninety-Nines, Inc. and Hawks Flying Club. Her husband, George, is a retail grocer in Des Moines, and they have two children, ages 14 and 20.



31

Pilot: [R] Irene Leverton, North Hollywood, California

Co-Pilot: [L] Cozette Eads, Fresno, California

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

Irene will be flying her sixth TAR. She holds a Commercial License, Single and Multi-engine, Instrument and Instructor's Ratings. She has logged more than 7800 hours and is at present an Executive Pilot for a Los Angeles, California, company. She has been employed as a Charter pilot, Co-Pilot on DC-3 for Supplemental Air Carrier, and a duster-sprayer pilot. She is an active member of the Ninety-Nines, Inc.

Cozette holds a Private License with 100 hours flying time. She is flying her first TAR this year and is married to P. J. Eads, also a Pilot. They have two children.



32

Pilot: [L] Margaret Ringenberg, Fort Wayne, Indiana

Co-Pilot: [R] Lois Laymon, Fort Wayne, Indiana

Airplane: Champion C-90-12F 90 h.p.

Co-Sponsors: Gehrig Rubber Mfg. Co., Portland, Indiana, manufacturers of Antique and colored aviation tires, Columbia-Southern Chemical Corp., Pittsburg, Pennsylvania, manufacturers of "Hi-Sil 233."

Margaret, who holds a Commercial License, Instructor Rating and both Single and Multi-engine Ratings, is flying her fourth TAR this year. She has logged more than 2200 hours of flying time, was a WASP pilot during WW II, and is an active member of the Ninety-Nines, Inc. Her husband, Morris, is an Executive Vice President of the Grabbill Bank of Grabbill, Indiana. They have two children.

Lois is not a pilot but will be flying in the TAR with Mrs. Ringenberg for the third time this year. Her husband, Harold, is an Engineer for International Harvester Company of Fort Wayne, Indiana.





33

Pilot: [L] Alice Roberts, Phoenix, Arizona
Co-Pilot: [R] Sylvia Roth, Glencoe, Illinois
Airplane: Bonanza M-35 250 h.p.
Sponsors: Miami Chamber of Commerce, Miami, Oklahoma, and Miami Air Products, Inc. of Miami, Oklahoma, Manufacturers of air conditioning equipment.

Alice will be flying her eighth TAR this year. She placed first in 1957, and second in 1955 and 1956. She holds a Private License with over 950 hours flying time. She is Governor of the South-West Section of the Ninety-Nines, Inc., and is Office Manager and Secretary-Treasurer of Roberts Air Conditioning, Inc., owned by her husband, Charles, also an active pilot. They have two children.

Sylvia will be flying her eighth TAR too. She holds an Airline Transport License with Single and Multi-engine, Instrument and Flight Instructor Ratings, as well as all Ground Instructor Ratings, has logged over 4,000 hours of flying time, and is employed as Executive Pilot for the Encyclopedia Britannica of Chicago, Illinois. She is a member of the Ninety-Nines, Inc., and an AWTAR Board member.



34

Pilot: [L] Betty Miller, Los Angeles, California
Co-Pilot: [R] Elaine Walden, Los Angeles, California
Airplane: Cessna 172 145 h.p.
Sponsor: Santa Monica Flyers, 2701 Airport Avenue, Santa Monica, California

Betty will be flying her fourth TAR this year and holds a Commercial License, Flight Instructor's rating; she is rated for both single and multi-engine airplanes. She is assistant manager and Flight Instructor at the Santa Monica Flyers, a flight school owned by her husband, Charles. She has over 4,500 hours flying time and is a member of the Ninety-Nines, Inc.

Elaine is a Private Pilot with 50 hours flying time. She and her husband, Obie, Lab Analyst, own a Navion. She is employed as mathematician by Hughes Aircraft, Culver City, California.



35

Pilot: [L] Mary Ann Noah, Mission, Kansas
Co-Pilot: [R] Sallie Oliver, Kansas City, Missouri
Airplane: Beechcraft F-35 225 h.p.

Mary Ann will be flying her husband's airplane in her first TAR. She holds a Private License with over 150 hours of flying time and has done extensive flying with her husband, Brooks, also a Pilot. He is President of First American Products, Kansas City, Missouri. The Noahs have three children, 6, 9, and 12 years of age. Mary is an active member of the Ninety-Nines, Inc.

Sallie will also be flying her first TAR this year. Although not a pilot, she has done extensive cross country flying with her pilot husband, William, who is employed by the Clark Equipment Company, Kansas City, Missouri. They have two children, ages 8 and 13 years.



36

Pilot: [R] Gini S. Richardson, Yakima, Washington
Co-Pilot: [L] Joan Rorke, Yakima, Washington
Airplane: Cessna 172 145 h.p.

Gini will be flying her ninth TAR this year. She placed fourth in 1953. She has an Air Transport License with Multi-engine Land and Sea, Instrument, Flight Instructor, Link Instructor, and all Ground Instructor Rating, with over 11,500 flying hours to her credit. She and her husband Ralph, also a pilot, operate the Richardson Aviation Company. They have one daughter. Gini is an active member of AOPA, the Ninety-Nines, Inc., Aviation Education Council, NAA, and the Civil Air Patrol.

Joan will be flying her first TAR. She is a student of Gini's and took her first Flying lesson April 4th at 6:00 A.M. and soloed the following morning. She is a surgical nurse and has 20 hours flying time.

38

Pilot: [L] Lorraine Chandler, Tucson, Arizona

Co-Pilot: [R] Delores A. Fisher, Tucson, Arizona

Airplane: Mooney Mark 20-A 180 h.p.

Co-Sponsors: Powers Aviation of Phoenix, Arizona, aircraft sales company and Mooney distributor and Tucson Airport Authority.

Lorraine, who holds a Commercial License with over 500 hours flying time and is a member of the Ninety-Nines, Inc., will be flying her fourth TAR. She is employed as a cashier at Goodman's Market in Tucson. Her husband, William, employed by Holsum Bakery, is also a pilot. They have one son, age 14.

Delores will be flying her second TAR. She holds a Private License and has over 110 hours of flying time. She is also employed by Goodman's Market as a cashier, is a member of the Ninety-Nines, Inc. and the Sky Cats. Her husband, Harvey, is in the construction business; they have two children.



39

Pilot: [L] Jean Clark, Whittier, California

Co-Pilot: [R] Lucy Kalla, Rialto, California

Airplane: Cessna Tri-geared 140A 90 H.P.

Sponsor: Met-Co-Aire, Municipal Airport, Fullerton, California. Aircraft Conversions—Tri-Gears, Metal Conversions.

Jean will be flying her fourth TAR. She is a Private Pilot with 390 hours of flying time and is Secretary for Met-Co-Aire, Fullerton, California, the sponsor of this crew. She is a member of the Ninety-Nines, Inc., and the Soroptimist Club of Fullerton.

Lucy will be flying her fourth TAR. She is a Private Pilot with 800 hours of flying time and is employed as a Digital Computer Programmer for the U.S. Air Force. She is a member of the Ninety-Nines, Inc. and has served in the CAP as Operations Officer and as Records and Publications Officer on the Illinois Wing Staff.



40

Pilot: [L] Barbara Jenison, Paris, Illinois

Co-Pilot: [R] Jean Hixson, Hoopston, Illinois

Airplane: Mooney Mark 20-A 180 h.p.

Sponsor: Mooney Aircraft Company, Inc., of Kerrville, Texas

Barbara, flying her fourth TAR, holds a Private License with an Instrument Rating and over 1000 hours flying time. She is a member of the Ninety-Nines, Inc., international organization of licensed women pilots, and the National Aeronautic Association. Her husband, Edward, is a newspaper publisher and they have one child.

Jean holds a Commercial License with an Instructor Rating and over 4000 hours flying time. She was a WASP pilot during WWII and a former flight instructor, retaining the rank of Captain in the U.S. Air Force Reserve. She is currently employed as a teacher in the Akron City Schools. This will be Jean's third TAR. She is a Ninety-Nines, Inc. member.





41

Pilot: [R] Frances Merrill, Bridgeton, Missouri
Co-Pilot: [L] Marilyn Stoneberg, St. Louis, Missouri
Airplane: Piper PA-22 Tri-Pacer 160 h.p.
Co-Sponsors: Area Aircraft Leasing Service, St. Charles, Missouri
Air Flite Flying Service, St. Charles Airport, St. Charles, Missouri,
Piper Aircraft Dealer with airport operation and flight service.

Frances is flying her first TAR in her own plane. She holds a Commercial License with Single and Multi-engine Land Ratings and has over 850 hours of flying time to her credit. She has been doing commercial flying for Air Flite Flying Service of St. Charles since 1958. Miss Merrill is an active member of the Ninety-Nines, Inc., NAA, and Aero Club of St. Louis.

Marilyn holds a Private License with over 370 hours of flying time. She is an active member of the Ninety-Nines, Inc., Texas State Aviation Association, St. Louis Aero Club, Missouri Pilots Association, National Aero Association, and the AOPA. She is a registered Pharmacist, and her husband, Charles, also a Pilot, is a Field Engineer for Square D Company of St. Louis.



42

Pilot: [R] Janet L. Benner, Atwater, California
Co-Pilot: [L] Helen Brammer, Merced, California
Airplane: Piper PA-22 135 h.p.

Janet will be flying her first TAR. She has a Private License with over 150 hours flying time to her credit and will be flying a plane owned by herself and her husband. She is a bank teller for Crocker Angle National Bank of Merced and is a member of the Civil Air Patrol Sq. 59, Merced, California. Her husband, Richard, who is employed by Acacia Van and Storage, is a student pilot, and they have one daughter, age 6.

Helen, also flying her first TAR, has over 100 hours to her credit. An accountant, she is owner of the J.D. Brammer Accounting Firm of Merced and is the mother of two children, ages 23 and 28.



43

Pilot: [L] Nelda "Terry" Kellogg, Seattle, Washington
Co-Pilot: [R] Virginia "Ginny" Andrews, Bellevue, Washington
Airplane: Cessna Skylane 230 h.p.

Sponsors: Pan Abode, Inc., Kenndale, Washington manufacturers of pre-cut cedar log houses and buildings, Potlatch Barbecue, Bellevue, Washington, Washington Aircraft, Inc., Northwest Bonded Escrow, The Barb, Inc., George Reid Land Developers, First Properties, Inc., Bellevue Airfield, Bellevue, Washington, Evered Motors, Inc., Bellevue Washington, Bel-Air Inn, Bellevue, Washington

"Terry," flying her first TAR, holds a Commercial License with Flight Instructor Rating and has over 925 hours flying time to her credit. She is employed as a Flight Instructor at Renton Aviation. Her husband, Dave, is a Pilot for Pacific Northern Airlines, and they have one daughter.

"Ginny," owner of the crew's plane, flying her first TAR, has over 170 hours flying time, holds a Private License, and is currently working toward her Instrument Rating. Her husband, Nick, is a pilot and owner of Potlatch Barbecue. They have one son.

Both women are members of Ninety-Nines, Inc., and AOPA.



44

Pilot: [L] Pearl Laska, Fairbanks, Alaska
Co-Pilot: [R] Margaret Miquelon, Kennewick, Washington
Airplane: Cessna 150 100 h.p.

Pearl will be flying her fourth TAR and has a Commercial License with an Instructors Rating with over 3,000 hours flying time. She has done extensive bush flying and instructing in Alaska and is currently a teacher in the Fairbanks School District. She has one son, is an active member of the Civil Air Patrol, AOPA, National Education Assoc., Alaska Education Assoc., and the Ninety-Nines, Inc.

Margaret will be flying her first TAR and has a Private License with over 300 hours flying time. She will receive her M.A. degree in Aviation Education this summer from Miami University in Oxford, Ohio. She is employed as a Counselor by the Kennewick School District, has done work with the Cadet Education for the Civil Air Patrol, is an active member of the AOPA, Ninety-Nines, Inc., and National Education Association.

45

Pilot: Frances Miller, Columbia, South Carolina
 Airplane: Piper PA-24 Comanche 180 h.p.
 Sponsor: Aircraft Sales and Service, Piper Dealer, Complete Fixed Base Operator, Columbia, South Carolina

Frances will be flying her second TAR this year solo. She has been flying for thirteen years and for ten years has been a flight instructor. She is now Chief Pilot and Flight Director for her sponsor, Aircraft Sales and Service, and holds a Flight Instructor's Rating and Multi-engine Land, and has over 5200 hours of flying time. She is a member of the Ninety-Nines, the Ninety-Nines, Inc.



46

CANCELLED

47

Pilot: [R] Myra Dudley Greer, Long Beach, California
 Co-Pilot: [L] Becky L. Greer, Long Beach, California
 Airplane: Cessna 140A 90 h.p.
 Co-Sponsors: Egyptian Pharmacy, Long Beach, California; Walling Auto Radio and Speedometer Service, Long Beach, California

Dudley will be flying her second TAR, this time with daughter Becky as Co-Pilot. She holds a Private License with 275 hours of flying time. Her husband Don is also a pilot. They have 2 daughters. Myra is a member of the Ninety-Nines, Inc.

Becky is a student pilot with 20 hours logged.



48

Pilot: [R] Dorothy J. Anderson, Bluffton, Ohio
 Co-Pilot: [L] Marjorie N. Gorman, Mansfield, Ohio
 Airplane: Piper PA-24 Comanche 180 h.p.
 Co-Sponsors: Bluffton Flying Service, Fixed Base Operator and Piper Sales and Service, Bluffton, Ohio; Penn Packing Company, Philadelphia, Pennsylvania

"Dottie" is flying her first TAR and holds a Commercial License, Single and Multi-engine, Instrument and Flight Instructor ratings. She has been employed as a Flight Instructor by Bluffton Flying Service since 1948. She is an active member of the Ninety-Nines, Inc., AOPA, NAA, Flying Farmers, and holds the rank of 1st Lieutenant in the Civil Air Patrol.

Marjorie is flying her second TAR. She holds a Private License with over 1125 hours of flying time. She flies the family Bonanza extensively and has competed in various efficiency races. Her husband, James, also a Pilot, is Treasurer of the Gorman-Rupp Co. of Mansfield, and they have two children. Marjorie is an active member of the Ninety-Nines, Inc. and the AOPA.



49

Pilot: [L] Leda Misiowiec, Chicago, Illinois
 Co-Pilot: [R] Lois Cassidy Seketa, Chicago, Illinois
 Airplane: Mooney Mark 20A 180 h.p.
 Co-Sponsors: Alfa Manufacturing Co., Plastic Molding & Zinc Die Casting, Chicago, Illinois; Mitchell Mooney Sales, Aircraft Sales, Lombard, Illinois

Holding a Private License with over 240 hours of total flying time, Leda will be flying her first TAR. She is the owner of Alfa Manufacturing Company, one of the sponsors of this crew, where her husband, Lloyd, also a pilot, is purchasing agent. They have two children. Leda is a member of the Ninety-Nines, Inc., the AOPA, and the Flyers Club.

Lois will be flying her fifth TAR. She holds a Private License with Single and Multi-engine Ratings and a total of over 560 flying hours; some of these hours accumulated as she flew Estes Kefauver in the 1956 campaign. An active member of the Ninety-Nines, Inc. and AOPA, Lois and her husband, Leroy, have three daughters.





50

Pilot: Lois May Miles, Northridge, California
 Airplane: Piper Comanche PA-24-180 180 h.p.
 Sponsor: Riverside Air Service, Piper Dealer, Riverside Municipal Airport, Arlington, California

Lois will be flying solo in her second TAR. She holds a Commercial License with a total of over 500 flying hours. A homemaker with two sons, Lois is an active member of the Ninety-Nines, Inc., the AOPA, and NAA.



51

Pilot: [R] Myrtle Thompson Cagle, Greenwood, South Carolina
 Co-Pilot: [L] Viola Gentry, New York, New York
 Airplane: Ryan Navion B 260 h.p.
 Sponsor: Sea Spray Inn, Summer Hotel, East Hampton, Long Island, New York.

Myrtle holds an Airline Transport License with an Instrument, Flight Instructor, Single and Multi-engine Ratings and has over 4,000 hours flying time. She was a former instructor at the Myrtle Airport, North Carolina, won a trophy as the youngest pilot in 1950 at the Mardi-Gras Airshow in North Carolina, and is a member of the Ninety-Nines, Inc., Aviation Writer's Assoc., Carolina Aero Club, Flying Farmers, and ISAW. Her husband, Walter, is an Industrial Engineer.

Viola holds a Private License with over 1,900 hours flying time. She first soloed in 1925 and 1928 held the first woman's solo endurance record, and was the first pilot to fly under both the Manhattan and Brooklyn Bridges. She is an active member of the Long Island Flying Club, OX5, Silver Wings, Women's International Assn. of Aeronautics and the Ninety-Nines, Inc.



52

Pilot: Louise Hyde, New York City, New York
 Airplane: Bonanza D-35 205 h.p.

Louise will be flying solo in this, her third, TAR. She was a WASP Pilot during WW II and now holds a Commercial License with Single and Multi-engine Ratings and over 1300 hours of flying time. Mrs. Hyde's husband, Gordon, is Vice-President of the D'Arcy Advertising Company of New York, and Louise is an active member of the Ninety-Nines, Inc.



53

Pilot: [R] Minnie Boyd, Pullman, Washington
 Co-Pilot: [L] Marian Owen, Alderwood Manor, Washington
 Airplane: Piper Tri-Pacer 150 150 h.p.

Minnie, holding a Private License with more than 1425 hours of flying time, will be flying her second TAR this year. She has crossed the United States corner to corner in all directions as a pilot and is an active member of the Ninety-Nines, Inc., AOPA, and the National Flying Farmers. Her husband, Carl, is also a pilot, and they have one child.

Marian will be flying her first TAR. She holds a Private License with a total of more than 180 hours of flying time and is an active member of the Ninety-Nines, Inc. She is employed as an engineer for the telephone company.

54

Pilot: [L] Betty Jane Faux, Santa Monica, California
 Co-Pilot: [R] Carole B. Dunn, Santa Monica, California
 Airplane: Piper Tri-Pacer PA-22 150 h.p.
 Sponsor: Grocery Store Products Co., West Chester, Penn. Manufacturers of BinB Mushrooms, Cream of Rice and Kitchen Bonquet.

Betty holds a Private License with 130 hours flying time. She is a Physical Education Teacher employed by the Los Angeles City Board of Education. She belongs to the California Teacher's Association and the Recreation Association. This will be the crew's first TAR.

Carole started flying in Sept. 1959 and holds a Private License with 65 hours flying time. She is an "All Around Girl Friday" in the Grocery Store Products Co., Gold Medal Division, Los Angeles, Calif. Entering the Powder Puff Derby is the culmination of a lifelong dream. She is a member of the Ninety-Nines, Inc. Her husband, John, is a machinist at Aviation Development Co., Burbank, California.



55

Pilot: [R] Peggy Hart Ong, Wellington, Colorado
 Co-Pilot: [L] Mary Vesper Frenzel, Denver, Colorado
 Airplane: Forney Fomaire F-1A 90 h.p.
 Co-Sponsors: Forney Aircraft Co., Fort Collins, Colorado, aircraft manufacturers; The Skyline Co., Torrance Municipal Airport, Torrance, California, a Fomaire dealer; Fort Collins Chamber of Commerce, Fort Collins, Colorado.

Peggy holds a Commercial License with over 280 hours of flying time and presently is ferrying new Fomaires to owners and dealers all over the United States. This will be her first TAR. She is an active member of the Ninety-Nines, Inc. and AOPA. Her husband, James, is International Distribution Manager for Forney Arc Welders of Fort Collins and is also a rated Pilot and they have three daughters.

Mary will be flying in the TAR for the first time also. She holds a Private License and has over 350 hours of flying time. Her husband, Robert, is self-employed in Denver, Colorado. Mary is an active member of the Ninety-Nines, Inc. and AOPA and owns her own plane, a Cessna 140.



56

Pilot: [L] Velma Del Giorno, Grosse Pointe Woods, Michigan
 Co-Pilot: [R] Helen Wetherill, Detroit, Michigan
 Airplane: Cessna 172 145 h.p.

Velma will be flying her first TAR. She holds a Commercial License, Instrument Rating, and has 600 hours flying time. She is a member of the Ninety-Nines, Inc., and NAA. Her husband, Thomas, is a physician at St. John's Hospital, Detroit, Michigan and they have 4 children.

Helen will be entering her fourth TAR this year. She holds a Private License and has more than 650 hours of flying time. She is an active member of the Ninety-Nines, Inc., Mich., Aeronautics and Space Assn. CAP, Women's Aeronautical Assn., and is Unit Production Mgr. for Henning & Cheadle, Detroit, Michigan.



57

Pilot: [L] Jane LaMar, Rialto, California
 Co-Pilot: [R] Kathleen L. Fergusson, Rialto, California
 Airplane: Cessna 182 230 h.p.

This crew will be flying their first TAR. Jane soloed in 1936 in a Gypsy Moth, holds a Commercial License with Flight Instructors Rating, and has over 692 hours flying time. She is a homemaker and her husband, Sam, is an Aero Engineer at Douglas in Santa Monica. They have two children. Jane is a member of the CAP.

Kathy is a student pilot and soloed at 16 in a TriChamp last month. She attended Eisenhower High School and has flown with her father.





58

Pilot: [L] Sarah Lee Gorelick, Kansas City, Kansas
Co-Pilot: [R] Elaine Morris, Kansas City, Missouri
Airplane: Piper Comanche PA-24 180 h.p.

Sarah will be competing in her fifth TAR, and holds a Commercial License with Flight Instructor and Instrument Ratings and has over 1,000 hours flying time. She is Engineering Assistant for the A.T. & T. Co. and an active member of the Ninety-Nines, Inc., AOPA, Missouri Pilot's Assoc., AERO Club of Kansas City, Soaring Society of America and Midwestern Soaring Association.

Elaine will be flying her first TAR and has a Private License with over 230 hours of flying time. She and her husband, William, who is also a pilot, own the B & E Coffee Shop. They have one child. She is a member of the Ninety-Nines, Inc., Missouri Pilot's Assoc., and AOPA.



59

Pilot: [R] Martha Mullen, San Diego, California
Co-Pilot: [L] Clara Aldrich, San Diego, California
Airplane: Piper Comanche PA-24 250 H.P.
Sponsors: Mr. Ray Fageol, San Diego, California. Mr. Al Strep, San Diego, California.

Martha will be entering her third TAR this year. She is a Private Pilot and has logged more than 200 hours of flying time. Her husband, John, owner of Audio Recorders, San Diego, California, is a pilot, too. She is an active member of the San Diego Chapter of Ninety-Nines, Inc. Mr. Fageol, one of the sponsors, is the owner of the plane the crew will be flying.

Clara will also be entering her third TAR this year. She has a Commercial License, Instrument rating and 460 hours of flying time. Clara is employed by the Ryan Aeronautical Co. as a Senior Research Lab Analyst. Her husband, John, a Mechanical Design Engineer, is a pilot, too. They have 2 sons and 4 grandchildren. She is a member of the Ninety-Nines, Inc., and AOPA.



60

Pilot: [L] Mary S. Landis, Milwaukee, Wisconsin
Co-Pilot [R] Dr. Ann E. Roethke, Milwaukee, Wisconsin
Airplane: Beechcraft Debonair 33 225 h.p.
Sponsor: Butler Aviation, Milwaukee, Wisconsin, Rockford, Illinois, and Butler Airplane Sales, Chicago, Illinois; Beechcraft Sales and Service

Mary holds a Private License with over 400 hours of flying time, and is a member of the Ninety-Nines, Inc., Waukesha Aviation Club, NAA, and AOPA. Her husband, Charles is a physician and Director of Mental Health for Milwaukee County. The crew will be flying their first air race in an airplane owned by their sponsor.

Ann has a Private License with over 280 hours of flying time and is a member of the Ninety-Nines, Inc., Flying Physicians Assoc. and American Medical Assoc. Dr. Roethke is an Anaesthesiologist at St. Luke's Hospital, Milwaukee.



61

Pilot: [L] Joan Ann Merriam, San Leandro, California
Co-Pilot: [R] Ann J. Dickson, Monterey, California
Airplane: Beechcraft Bonanza B35 225 h.p.
Sponsor: Carmel Riviera Properties Real Estate Developers of "Most Beautiful Home Area in California" Carmel, California

Joan, learned to fly at 15 and received her Air Transport Rating at 23, making her the youngest Transport Pilot at that time. She also holds Single and Multi-Engine, Flight Instructor, and Instrument Ratings. She is now employed as an Instrument Flight Instructor for the 6th Army Instrument Contract School by Ross Aviation Co., Oakland International Airport. She is a member of the Ninety-Nines, Inc., AOPA, NAA, Monterey Pilots Assn., Florida Air Pilots Assn., and Experimental Air Craft Assn.

Ann is a student of Joan's and has over 30 hours flying time to her credit, and hopes to have her Private License soon. She is a member of the Monterey Pilots Assn. This crew will be flying their first TAR.

62

Pilot: Capt. Mary A. Armstrong, Ft. Huachuca, Arizona
Airplane: Piper PA-22 160 h.p.

Mary will be flying her first TAR solo in her own plane. She started flying in Sept. of 1957 and now has a Private License with over 250 hours of flying time. She will be the first contestant to fly in the Transcontinental Air Race while on active duty in the United States Army. Mary has been on duty as a Captain in the Army Medical Specialist Corps and is now on duty as Chief Dietitian, Food Service Division of the U.S. Army Hospital at Ft. Huachuca, Arizona.



63

Pilot: [L] Elizabeth J. Hall, Oroville, California
Co-Pilot: [R] Opal Teel, Oroville, California
Airplane: Piper PA-22 150 h.p.

Sponsor: Feather River Airways, Charter and Flight Service, with Flight Instructions, Oroville Municipal Airport, Oroville, California; Gregg Vestica, Sunbeam Construction Co., Oroville, California

This crew will be participating in their first air race. Elizabeth has a Commercial License with Single and Multi-engine, Instrument and Instructors Ratings with 4,000 flying hours. She flies as Charter Pilot and Flight Instructor for Feather River Airways, which is owned by her husband, Wayne, also a pilot. They have two children. She is a member of the Civil Air Patrol.

Opal is a student pilot with over thirty hours and expects to have her Private License soon. Her husband, Harry, also a pilot, is Superintendent for a truck repair company and they have three children.



64

Pilot: [L] Helen Greinke, Bloomington, Illinois
Co-Pilot: [R] Anne Grimm, Bloomington, Illinois
Airplane: Cessna 172-A 145 h.p.

Helen will be flying her 10th TAR this year, having placed third in 1948. She holds a Commercial License with a Flight Instructors Rating, and is a Ground School Instructor in Civil Air Regulations, Navigation, Meteorology, and Aircraft Engines, with over 1,925 hours of flying time. She is self-employed as a Ground School Instructor and has written several books on Ground School subjects and FAA procedures and is an active member of the Ninety-Nines, Inc.

Anne will be flying her first TAR this year. Although she is not a pilot she is interested in flying and was a former Communicator for United Air Lines. She is currently employed by the Hotel Rogers of Bloomington and has two children.



65

Pilot: [L] Elaine Loening, Star Route, Salmon, Idaho
Co-Pilot: [] Carole E. Gillespie, Idaho Falls, Idaho
Airplane: Piper Comanche PA 24 250 h.p.

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

Elaine will be flying her first TAR, holds a Private License with over 140 hours of flying time, and is a member of the Ninety-Nines, Inc., AOPA, and Flying Farmers. She is hostess at Twin Peaks Ranch, which is owned by her husband, Mike, who is also a pilot. They have two children.

Carole will be flying her second TAR, holds a Commercial License, Single and Multi-engine, Instrument and Flight Instructor Ratings; and holds a Pilot's License for Gliders. She has over 1,840 hours of flying time and has been employed as a pilot since 1956. Much of her flying time was logged as a Co-pilot in a C-46 in Washington and Alaska. She is a member of the Ninety-Nines, Inc., and is employed as Flight Instructor, Charter Pilot, and Ground School Instructor for Idaho Aviation Center, Idaho Falls, Idaho.





66

Pilot: [L] Wilma Maddox, Long Beach, California
Co-Pilot: [R] Claire Nicholson, Ventura, California
Airplane: Cessna 182 230 h.p.
Sponsor: Maddox Production Co., Oil well servicing and remedial work, Long Beach, California

Wilma will be flying her first TAR in her sponsor's airplane. She has a Private License with more than 200 hours of flying time. Her husband, Earle, is a pilot and they have two children. He is President of Maddox Production Co. and she is secretary of the company. She is a member of NAA and AOPA.

Claire will be entering her seventh TAR, having placed fourth in 1949, second in 1950, and third in 1952. She has a Commercial License with over 1300 hours flying time. She served as Official Timer in 1954 and 1956 and is a member of the Ninety-Nines, Inc. and served on the AWTAR Board of Directors for 5 years. Her husband, Jack, is a restaurant owner in Ventura, California.



67

Pilot: [L] Dorothy Jenkins, Tucson, Arizona
Co-Pilot: [R] Virginia Edwards, Tucson, Arizona
Airplane: Piper PA-22 Tri-Pacer 135 h.p.
Co-Sponsors: Tucson Airport Authority, Tucson Municipal Airport and Business Men of Tucson, Arizona

Dorothy will be flying her second TAR in the Jenkins Family airplane. She holds a Commercial License with Instructor rating and 1800 hours flying time. She was a flight instructor in the CPT program and is a member of the Ninety-Nines, Inc. Her husband, Charles, is a Charter Pilot and Mechanic for Hudgin Air Service in Tucson and they have three boys.

Virginia will be flying her first TAR and is a Private Pilot with almost 50 hours flying time. She is a former airline stewardess. Her husband, Graham, a Corporation Pilot for San Xavier Rock and Sand Co., Tucson, taught her to fly. They have two girls.



68

Pilot: [L] Evelyn S. Bryan, Jefferson City, Tennessee
Co-Pilot: Mary B. Sawyer, White Pine, Tennessee
Airplane: Piper PA-22, Tri-Pacer 150 H.P.
Sponsors: A group of interested pilots.

Evelyn will be flying her fifth TAR, holds an Airline Transport Rating, Single-engine Land and Sea, Multi-engine land, Rotorcraft, Flight Instructor, Instrument, FAA Pilot Examiner and has 10,000 hours flying time. She owns half interest in Morristown Flying Service, Inc., which she operates and instructs flying. Her husband, Wyatt, is also a pilot and owns and operates College Cleaners. She belongs to the Ninety-Nines, Inc., Whirly-Girl, AOPA, CAP, Air Traffic Control Assn., American Helicopter Society, NATA, and NAA.

Mary will be flying her first TAR, holds a Private License, has 130 hours flying time, and was a student of Evelyn's. Her husband, Kenneth, is a pilot and is a Construction Superintendent. She is a member of the Ninety-Nines, Inc., and AOPA.



69

Pilot: [L] Ruth Nitzen, Palos Verdes Estates, California
Co-Pilot: [R] Margie James, Inglewood, California
Airplane: Cessna 140A 90 h.p.
Co-Sponsors: Watt Construction Co., Building Contractor, Torrance, California; Sunray Estates, Gardena, California; Inglewood Skylark Flying Club, Inglewood, California; Progressive Flying Club, Hawthorne, California

Ruth will be flying her fifth TAR, holds a Commercial License with 620 hours flying time. Her husband, John, is also a pilot, and is a cement contractor. They have one child. She is a member of the Ninety-Nines, Inc. and the Skylarks.

Margie will be flying her fourth TAR, holds a Student License and has 125 hours flying time. She is Secretary-Manager and part owner of the Progressive Flying Club, Hawthorne Airport. Her husband, Jimmy, is also a pilot and is purchasing agent for Preco, Inc. They have one child and one grandchild.

70

Pilot: [L] Lois Wilson, Dearborn, Michigan
Co-Pilot: [R] Adele Binsfield, Detroit, Michigan
Airplane: Cessna 172 145 h.p.
Sponsor: Strong Engineering, Inc., Dearborn, Michigan, manufacturing agents for electrostatic painting equipment

"Lois" will be flying her third TAR this year. She holds a Commercial License with a total of over 820 hours of flyingtime. Lois is an active member of the Ninety-Nines, Inc., the AOPA, and NAA. Her husband, Stanley, is with the Ford Motor Company, and they have two children.

"Addie" holds a Private License and will be flying her second TAR. She is an active member of the Ninety-Nines, Inc. and has two children.



71

Pilot: [L] Aileen Saunders, El Cajon, California
Co-Pilot: [R] Jere Cassell, San Diego, California
Airplane: Cessna 172 145 H.P.
Co-Sponsors: Carl G. Hokanson Co., Inc., Mfg. Specialized Air Conditioning and Ground Support Equip. for Missiles, Space and Jet Aircraft, Los Angeles, Calif. Travelodge, "The World's Largest Network of Fine Motels Coast to Coast," San Diego, California.

Aileen will be flying her fourth TAR and placed first in the 1959 Air Race. She holds a Private License with over 1100 hours flying time. Her husband, Walter, a pilot, is President of Southern California Airmotive, Inc., Gillespie Field and Aileen is Vice-President. They have one son. She is a member of the 99's and Coast Guard Auxiliary.

Jere will be flying her second TAR and was Co-Pilot of the winning team in 1959. She is a Student Pilot and has over 100 hours flying time. Her husband, Ray, is owner of the San Diego Optical Co. and they have two children. Jere is a student at San Diego State College.



72

Pilot: Patricia R. Lambart, Phoenix, Arizona
Airplane: Cessna 170B 145 h.p.
Sponsor: Frontier Electronics, Sky Harbor Airport, Phoenix, Arizona

Patricia will be flying solo this year in her first TAR. She holds a Commercial License with a total of over 480 hours of flying time. She teaches fourth grade in Phoenix's Elementary District 1, is a member of the NAA, and serves as secretary of the Phoenix Chapter of the Ninety-Nines, Inc. Her husband, Eric, also a pilot, is employed by Frontier Electronics, her sponsor in this year's TAR.



73

Pilot: [] Rhea Hurtle, Huston, Texas
Co-Pilot: [] Alice Seaborn, Huston, Texas
Airplane: Piper Comanche PA-24 250 h.p.
Co-Sponsors: Cummings & Groves Aviation, Inc., Piper Distributor, Houston, Texas; Aviation Instrument Mfg. Corp., Manufacturer, Houston, Texas.

Rhea will be flying her first TAR, holds a Commercial SEL & S, MEL, Instrument, Instructor, A&I, Link Operator and has 1065 flying hours. She is Secretary-Pilot for Aviation Sales and Eng., a member of Ninety-Nines, Inc., AOPA, and Petticoat Pilots.

Alice flew in the 1952 TAR, has a Private License, and 760 hours flying time. She is a chemist for Aquatrol, and a member of the Ninety-Nines, Inc., AOPA, and Petticoat Pilots.



74

Pilot: [L] Mary Dunson, Sparks, Nevada
Co-Pilot: [R] Nan Giroux, Reno, Nevada
Airplane: Cessna Skylark 175A 175 h.p.
Sponsors: L.A. Dunson Co., Inc., Sparks, Nevada, masonry contractor
Reno Flying Service, Reno Nevada, Cessna distributor; A-1 Plumbing,
and Heating, Inc., Reno, Nevada

Mary holds a Private License with a total of more than 220 hours of flying time and will be flying her first TAR this year. Her husband, L. A. Dunson, a contractor, is also a pilot, and they have two children. Mary is a member of the AOPA, NAA, and the Ninety-Nines, Inc.

Nan, also flying her first TAR, holds a Private License and has a total of more than 500 hours of flying time. Her husband, J. L. Giroux, is engaged in mining and is also a Pilot. Nan is an active member of the Ninety-Nines, Inc., the AOPA, and NAA.



75

Pilot: [L] Josephine M. Richardson, Decatur, Indiana
Co-Pilot: [R] Virginia Maggart, Lapel, Indiana
Airplane: Piper PA-22 135 h.p.
Sponsor: Decatur Hi-Way Airport, Decatur, Indiana Airport Operation
and massage therapy.

Josephine is flying her second TAR, has been a pilot for 20 years and holds a Commercial License with a total of more than 1100 flying hours. She has been an Airport Operator and Manager for twenty-two years, Civil Defense Aviation Chief in the county, and Women's Director of the Indiana Flying Farmers, and she is now holding office in the Flying Farmers of Indiana as Airport Operator of the Year. She is an active member of the Ninety-Nines, Inc. Her husband, A.W. Richardson, a masseuer, is a student pilot.

Virginia holds a Private License with a total of more than 250 hours of flying time. This will be her first TAR. She is the Flying Farmer Woman of the Year in Indiana, a member of the Ninety-Nines, Inc., the Indianapolis Aero Club, and County, State, and National Flying Farmers. Her husband, Newell, is also a Pilot, and they have one child.



76

Pilot: [L] Lucille Quamby, Detroit, Michigan
Co-Pilot: [R] Bernice Steadman, Flint, Michigan
Airplane: Cessna 172 145 h.p.
Co-Sponsors: Brunswick Corp., Bowling, Chicago, Illinois; Process Mold, Plastics, Detroit, Michigan

Lucille will be flying her third TAR, holds a Private License with 400 hours flying time. She was a WASP, and is employed as Community/Co-ordinator by the Board of Education. She is a member of the Ninety-Nines, NAA, CAP, MEA, and National Bowling Writers.

Bernice will be flying her fifth TAR, holds an Airline Transport Rating, has over 7,000 hours flying time, is a member of the Zontas and the Ninety-Nines, Inc. Her husband, Robert, an attorney, is also a pilot.

77

Pilot: [] Shirley J. Grant, Costa Mesa, California
Co-Pilot: [] Roberta C. Witchel, Gardena, California
Airplane: Forney F-1 90 h.p.
Co-Sponsors: John C. Green, Renault and Peugeot Automotive Distributor, El Segundo, California; Skyline Co. Inc., Forney Distributor for California, Torrance Airport.

This crew will be flying their first TAR. Shirley has a Private License with 250 hours flying time. She is a teacher employed by the Costa Mesa Union School District and a member of the Experimental Aircraft and AOPA.

Roberta is a Student Pilot with over 50 hours flying time. Her husband, Arnold, is president of Skyline Co. and also a pilot. They have three children.

78

Pilot: [L] Marian Burke, San Antonio, Texas
 Co-Pilot: [R] Evelyn Kelly, Long Beach, California
 Airplane: Piper Super Cub PA-18 135 h.p.

Marian will be flying her eighth TAR, having finished fourth in 1956 and 1959. She holds an Airline Transport Rating, single engine and multi-engine, Instrument, Instructor, Tower Operator License, and all Ground School Instructors ratings. She has over 5400 flying hours and is owner and operator of Burke Aviation, International Airport, San Antonio, Texas. She is a member of the CAP, Ninety-Nines, Inc., and has one son.

Evelyn will be flying her third TAR. She was co-pilot of the winning airplane in 1958. She is a student pilot and has logged 150 hours pilot time. She is a business woman and a property owner.



79

Pilot: [L] Jan M. Wood, Reseda, California
 Co-Pilot: [R] Norma Ojstedt, Fullerton, California
 Airplane: Cessna 170B 145 h.p.
 Sponsor: Kowal Mfg. Co., machine shop, Berkley, California

Jan will be flying her second TAR in her own plane in which she flew around the world in 1956. She holds a Commercial License, has more than 1200 flying hours, and is a Teacher for the Los Angeles Board of Education. She is a member of the 99's, CAP, AOPA, and NAA.

Norma will be flying her first TAR, is a private pilot with 195 hours flying time. She is a teacher in Downey, California, and is a member of the 99's, CAP, and AOPA.



80

Pilot: [L] Audrey Schutte, Canoga Park, California
 Co-Pilot: [R] Shirley Jean Robinson, Burbank, California
 Airplane: Cessna 172 145 h.p.
 Sponsor: Studio Girl Cosmetics, "Created for the Stars . . . and YOU", Glendale, California

Audrey will be flying her third TAR, holds a Commercial License, has over 600 hours flying time and is a Parachute Jumper. She is employed by Valley Pilots Flying Service, Van Nuys, California as apprentice mechanic for Aircraft and Powerplant Rating. Her husband, Ray, is a Civil Engineer for the City of Los Angeles, and also a pilot. They have two children. Audrey is a member of the Ninety-Nines, Inc., AOPA, and Los Angeles Sky Divers.

Shirley will be flying her second TAR, has a Private License and has logged over 300 hours of flying time. Her husband, Bill, is a Co-Pilot, mechanic for Lockheed Aircraft Corp. and is building a Cosmic Wind racer. They have four children. She is a member of the Ninety-Nines, Inc., Experimental Aircraft Association, AOPA, Antique Airplane Assn., and Lockheed Pilots Club.



81

Pilot: [L] Penny Swope, Glendora, California
 Co-Pilot: [R] Elizabeth R. Humble, Arcadia, California
 Airplane: Cessna Skylark 175 175 h.p.
 Co-Sponsors: Lenn Pierson Flying Service, Cable Apt, Upland, Calif. "City of Azusa, California"; Azusa Chamber of Commerce; Azusa Herald, Azusa Rock & Sand Co.; El Sereno Machine Works, Aircraft Missile & Rocket parts; Structural Engineering Co.* all *'s Azusa, California; Jack Mohr, Palos Verdes Estates, California; Dr. Ross A. Penny, Dentist, Omaha, Nebraska; Hinshaw's, Arcadia, California

Penny will be flying her second TAR. She is a private pilot with 400 hours flying time, a member of the 99's, NAA, AOPA, American Assn. of University Women and the Blue Yonder Flyers.

Elizabeth is a Private Pilot with 65 flying hours, an AOPA and 99 member, and will be flying her first race. Her husband, Arnold, is an Attorney-CPA, a pilot, and they have 2 children.



82

Pilot: [] Maurine S. Leonard, Kew Gardens, New York
Co-Pilot: [] Barbara J. Prestas, New York, New York
Airplane: Piper PA-24 Comanche 180 h.p.
Sponsor: J. Jorden Dukes II, Jackson Heights, New York

This crew will be competing in their first TAR. Maurine has a Commercial License with 271 hours flying time. She is Passenger Service Representative for American Airlines at LaGuardia Airport in New York. She is a member of Phi Mu, Phi Beta Kappa, and AOPA.

Barbara is a Private Pilot and has 175 hours flying time. She is a member of the Ninety-Nines, Inc., an international organization of licensed women pilots.



83

Pilot: [L] Nancy Cooper Moore, N. Tarrytown, New York
Co-Pilot: [R] Jean Ross Howard, Washington, D.C.
Airplane: Piper Comanche PA-24 250 h.p.

Nancy will be flying her fifth TAR this year. She has a Private License and has more than 1,000 hours of flying time. Her husband, F. Lee, was a former Navy Pilot. They have two children. She is an active member of the Ninety-Nines, Inc.

Jean will be entering her third TAR this year. She is a private pilot and has logged more than 500 hours of flying time. She is a member of the Ninety-Nines, Inc., international organization of licensed women pilots.



84

Pilot: [R] Minnie Celestia Wade, Clanton, Alabama
Co-Pilot: [L] Marie F. Carastro, Craig AFB, Alabama
Airplane: Cessna 170B 145 h.p.
Co-Sponsors: Dixie Air, Inc., Cessna Sales and Service, Flight Instruction, Van De Graff Field, Tuscaloosa, Alabama; Clanton Flying Service, Aircraft Sales and Service, Clanton, Alabama

This crew will be competing in their first TAR in a plane owned by Minnie's husband. Minnie is a Private Pilot with almost 200 hours of flying time. She is a student at Troy State College, a member of the Ninety-Nines, Inc., and NBTA.

Marie is a Private Pilot with 130 hours pilot time. She is a Dietitian for New Vaughn Memorial Hospital, Selma, Alabama. Her husband, Lawrence, is a Jet Instructor for the USAF at Craig AFB, Alabama. Marie is a member of the Ninety-Nines, Inc.



85

Pilot: [L] Pauline Glasson, Corpus Christi, Texas
Co-Pilot: [R] J.F. (Ardath) McCreery, McAllen, Texas
Airplane: Cessna Skylark 175 175 h.p.
Sponsors: Cruse Aviation Inc., Cessna Distributor for the Gulf Coast Area, Houston, Texas; McCreery Aviation Co., Fixed Base operator, Cessna Dealer South Texas area; Glasson Aerial Photography, Industrial Aerial Photography, Corpus Christi, Texas

Pauline will be flying her seventh TAR. She has a Commercial License, Instructor and Instrument Ratings and over 10,000 hours of flying time. She is a Flight Instructor and Co-owner of Glasson Aerial Photography, one of the sponsors. Her husband, Claude, a Pine Line Patroller, is a pilot. She is a member of the Ninety-Nines, Inc.

Ardath will be flying her second TAR. She is a Private Pilot and has logged 300 hours of flying time. She is a bookkeeper for McCreery Aviation Co., which is owned by her husband, James, who is also a pilot. They have two children. She is a member of the Ninety-Nines, Inc., and Upper Valley Flying Club.

We Also Wish To Thank

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 11th 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 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 Air Oasis Company (Cessna Distributors), Baker Aircraft Sales (Piper Distributor), Mr. Thomas Mitchell Regional Mgr. Pacific States, Beech Aircraft Corp., Skyline Co. Inc., (Forney Distributor), Kidwell Aviation (Bellanca Distributor) and Met-Co-Aire, Co., (Landing Gear Conversions) 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 the 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.

At Torrance, California, and at Wilmington, Delaware, and at Needles, Prescott, Winslow, Albuquerque, Amarillo, Oklahoma City, Fort Smith, Memphis, Chattanooga, Johnson City, and Roanoke,—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 Fourteenth Annual All-Woman Transcontinental Air Race.

Official Program Editorial Staff:

Editor: Marian Jepsen

Associate Editors: Barbara London and Betty Gillies

